

Have funds – will travel

FLYAWAY SUCCESS

NEARLY 1,000 single sailors have now taken advantage of the interest-free loan scheme which helps towards air fares when they want to fly someone of their choice to overseas ports their ships are visiting.

So popular is the scheme that extra cash is now required to keep it afloat, and two naval funds have agreed to come up with the £50,000 needed.

The scheme – which operates in much the same way as the publicly-funded one for married men – has been a success since it started early last year.

Based on a £150,000 gift from Naafi, it is administered by the Captain of the Fleet who assesses eligibility and size of loan. The scheme concentrates on ships and submarines deployed far from home, with priority for vessels on operational patrol. Ships deployed closer to home are not covered.

Of total personnel who have used the scheme, about 50 are officers and 950 ratings and

Royal Marines. Nearly 50 ships have participated – 18 of them Armilla patrol vessels.

Representatives at the winter meeting of the Sailors' Fund Grants Committee unanimously agreed to a grant of £40,000, and the subsequent meeting of the Fleet Amenities Fund added £10,000. The decision is subject to Trustees' approval.

The meetings heard that if they received a higher priority bid for funding, the sum could be repaid over a period, and if demand fell off on a more permanent basis it could be returned to the funds.

The committees also gave a financial boost to club, recreational and sporting activities in many places. Grants and loans agreed totalled about £625,000 – details in January edition.

Tammy's triple crown

AFTER winning two major beauty contests this year, 19-year-old Tammy Brown has gone on to the hat trick to become the Royal Marines new beauty queen, Miss Globe and Laurel.

East Midlands girl Tammy, a model and sales consultant in the clothing industry, won her way to the title from a total of 7,000 entrants who took part in contests at five UK holiday centres.



Some gain likely in lodging allowances

NEW formulas for Lodging and London allowances for Service personnel have now been agreed. They come into effect from April next year.

Recognising the wide variation of accommodation costs across the country, the two-band Lodging allowance system means that rates will rise marginally for some people in London, but fall elsewhere.

However, because of a "mark time" system and general updating before April 1, no rates will in effect reduce and some will increase. A general increase dating from last August will also be incorporated.

Another new feature is the introduction of a restricted rate of Lodging allowance, excluding the accommodation element, for single and unaccompanied people living in property they own, and for one or two others.

Rules for claiming the allowance have also been reviewed, and the types of accommodation concerned more tightly defined. Transitional arrangements will protect people who might otherwise be disadvantaged by the changes.

The aim in the changes to these allowances has been to increase the domestic options and make service in

MOD more attractive. So, married personnel who wish to serve unaccompanied in MOD, living in single service accommodation or on Lodging allowance, may do so without jeopardising Boarding School allowance.

The new structure also gives a better deal for people serving accompanied in MOD, who will continue to receive some reimbursement of daily travel expenses even if they have moved house at public expense. This will also apply to single owner-occupiers.

The rules concerning London allowances apply to MOD and associated offices in the London Pay area, but exclude Northwood and RN College Greenwich.

Negotiations over both the Lodging and London allowances packages have continued since results of the major Review of Allowances were announced last year. Their outcome is officially regarded as generally very satisfactory, with some worthwhile improvements.

Beaver's boys keep a cool head

HOW do you keep cool under the burning sun of the Gulf? Inflate and fill one life raft, don your anti-flash gear and then relax in the "emergency flight pool." Scene on board HMS Beaver, one of the Royal Navy ships which will be far from home this Christmas – see feature in centre pages. Picture: LA(Phot) Wayne Humphreys.



**Season's greetings
from Navy News**

Why Hecate's a big hit with Emma and Co

HMS Hecate is so popular with pupils and staff at the Princess Margaret School for Handicapped Children, Taunton, they have had to be rationed to one visit each.

Clearly enjoying her turn to play a call on the Devonport-based ocean survey ship is 13-year-old Emma Buckland, greeted by the CO, Cdr. David Webb as she arrived with a party of 12.

The children watched demonstrations of firefighting, diving and lifesaving equipment before being entertained to lunch on board.



WHEN IT PAYS TO PLAY



Helping Hands



THAT typical feature of English life — a village fete — went down a treat with the international community of the NATO nations in Belgium, who flocked to see 'the Brits at play' despite the appropriate showers of rain.

Staged by tri-service members of the Headquarters of the Supreme Allied Commander in Europe (SHAPE) and their families, it raised over £7,000 for LEPROA, the UK charity for the relief of leprosy, and three local charities.

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Playing it cool, Wrens of HMS Tamar organised a pool-side party to raise £500 for Children in Need (UK) and the Matilda Hospital Child Development Centre, Hong Kong. The Centre caters for around 40 under six year olds of mixed ability, including several Service children.

It was further aided by a team of eight strong men from Tamar who took part in the annual Sedan Chair Race, carrying a chair and passenger around a 3.2km course.

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A tri-service team including Cdr. David Childs RN and Sgt. Colin Gillingham RM, competed in the Sunday Times Fun Run race at Hyde Park. The team, members of the United Kingdom Commanders in Chief Committees (UKCICC), completed the 400 metre course in individual times varying from 13 to 29 minutes.

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A photograph of HMS Invincible, signed by the ship's commanding officer, Capt Mike Gretton plus £40, was sent to the fund set up by the Sun newspaper for the widow of

Mr. Donald Kell, shot dead as he tried to foil a bank raid.

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Twenty-four hours of non-stop football, squash, badminton and volleyball staged by 14 members of HMS Centurion's base supply department collected £1,000 for the Special Baby Care Unit at St Mary's Hospital, Portsmouth.

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A trip to Disneyworld next Easter for 20 children suffering from muscular dystrophy has been financed by HMS Chatham's Hadrian's Wall sponsored run. The cash was handed to Mrs. Pauline Fairbairn of Newcastle General Hospital, one of the UK's main centres for the treatment of the disease.

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Flag Officer Plymouth Vice-Admiral Sir John Webster and Lady Webster's Charity Summer Ball eventually raised £3,000 for the Save the Children Fund.

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Impressed by the Sea Scouts 7 Darlington Troop's car wash drive to raise money for a group holiday, the local branch of the Association of Wrens chipped in with £25 — and the boys returned the favour by manning some of the branch's stalls at an event in aid of the Royal Marines School of Music Relief Fund.

Visiting Hodeida in the Yemen, ratings from HMS Manchester helped redecorate the mission of the Sisters of the Missionaries of Charity — the order founded by Mother Teresa of Calcutta — which relies entirely on donations to care for the town's destitute and disabled.

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On behalf of the Scotland and Northern Ireland Amenities Fund, Vice-Admiral Sir Michael Livesay handed over £500 to the Princess Louise Scottish Hospital at Erskine.

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HMS Edinburgh's ship's company chose a mandatory beard growing competition to give a new look to Exercise Sharp Spear — and raised £277 for the ship's charities.

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Eighteen of the ship's company of the submarine HMS Upholder — ably assisted by four WRAC TA girls — pulled an Army four tonne truck 14 miles from Ulverston to Barrow-in-Furness to raise £1,000 for Furness Hospital Maternity Unit.

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A total of £1,700 was raised by the ship's company of HMS Hermione to help charities in the ship's adopted town of Kendal. Of the total, £900 was

Cygnet's leisure centre tribute

GRAVESEND's new £2m leisure centre at Northfleet, due to open next summer, has been named after the town's adopted ship, HMS Cygnet.

Her captain, Lieut. John Bilson, was invited to the unveiling of a commemorative plaque when the Bird Class patrol boat arrived for a special visit — and was told it marked a fitting tribute to a long and happy relationship.

At the same time, some members of the crew were arriving at the end of a 400 mile sponsored cycle ride down from Rosyth — with a cheque for £500 for their pet charity, the children's ward at Gravesend's Joyce Green Hospital.

With patients from the ward are (back, left to right) RO1 Bomber Mills, RPO Bill Armstrong and AB Doug Parry. Front (left to right) are AB Alan Marjoribanks, LS Andy Norman and Lieut. Mark Hart.

raised in a sponsored cycle from Portland to Barrow in Furness by PO(WEM) 'Jack' Hobbs, PO(MEA) 'Bungey' Edwards, PO(MEA) 'Bill' Scott and LS(M) 'Soapy' Williams, who covered the 360 miles in four days.

En route the cyclists were fed and watered by the Army and the Royal Air Force and overnight accommodation was provided by the Royal Naval Association. The money raised will help Dr. Barnardo's Barrow Green House for handicapped children and the children's ward of the Westmorland County Hospital.

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Benefiting from HMS Hecla's £4,265 raised during her South Atlantic deployment are the Cornish Air Ambulance and the MacIntyre Homes — which both receive over £1,000 — the British Heart Foundation, Hillside Special School, Plymouth, Plymouth Leukaemia and Tavistock Playgroup.

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Sultan's double dividend

Miss Nancy Thomson, Chairman of the WRNS Benevolent Trust, received a cheque for £1,000 from HMS Sultan — double the amount raised by the Gosport marine engineering school last year.

She is seen here with Sultan's First Lieutenant, Lieut.-Cdr. Roger Good, Second Officer Susan Chapman and some of the Wrens who helped raise the money at the Sultan Summer Show.



While the girls watch over the airways —



There are more jobs for the girls in the control tower these days — as this "all Wren" watch at RNAS Yeovilton clearly shows. From the left:

● As Duty Air Traffic Controller Officer, Second Officer Suzanne Clarke supervises all aircraft movements, liaises with squadrons, contractors and maintenance, and takes the lead in any emergency action.

● Her assistant, Wren Sarah Spargo, filters the incoming telephone calls and passes on aeronautical information to Yeovilton-based squadrons and other military and civil organisations throughout the UK.

● The "logger" is Wren Kay Weekly, who collects details of every flight and records them on a computer which relays the information to other units around the Air Station.

● Here under instruction, Third Officer Maggie McFarlane's job as Ground Controller is usually done by a PO rate. She watches over the movement of all taxiing aircraft and other vehicles on the airfield.

● As Aerodrome Controller, PO Wren (Radar) Helen Jackson ensures the safe sequencing of aircraft flying in the Local Area, taking off and landing.

— Gordon just stares into space



Surgeon Lieut-Cdr. Brooks

AS Navy News went to press this month Surgeon Lieut Cdr Gordon Brooks was hoping to realise his ambition to be the first Briton in space.

For he was by then one of four people selected from an original 13,000 candidates to go through to the final stages of selection for the Russian Juno space mission.

As a schoolboy Surgeon Lieut-Cdr. Brooks (33) wrote to the MOD asking for advice on how to become an astronaut and was told that if he had a taste for adventure he should join the armed forces.

When he read an advertisement in the national press — "Astronaut wanted, no experience necessary" — he set about achieving his life-long ambition.

Last month he flew to Moscow for further medical tests after which he hoped to be one of two finally selected to undergo 18 months training at the Gagarin Centre, Moscow.

Only one Briton will actually join the Mir space station, accompanied by two Soviet cosmonauts.

If successful, home for Surgeon Lieut-Cdr. Brooks will be Space City on the outskirts of Moscow. His family would eventually join him and his children would continue their education in a Soviet school.

Soberton sorts out a nasty tangle

THE Devonport-based survey ship HMS Hecate, a German tug and the fishery protection vessel HMS Soberton were involved in a drama in mountainous seas off the Devon coast.

The tug, the Fairplay 14, was

sent out to assist the Hecate, which had developed main propulsion problems and was drifting in Force 12 winds.

But the tug's tow lines became entangled round its own propellers — and roles were reversed as the Hecate found sufficient power to prevent the tug running into danger.

Little Soberton headed into the storm to help the two vessels which were still drifting along the coast.

While the Hecate was able to limp into Plymouth the Soberton's crew managed to get a line aboard the tug and prevent a potential disaster. During the operation the masts of the tow vessels nearly became entangled.

Eventually the two was transferred to the large Norwegian ship Stena Supplier. The tug was towed into the shelter of Plymouth Sound, where the propeller was freed, allowing her to return to Falmouth.

Giant anchors guard the gate

HMS Eagle and HMS Ark Royal, the two largest aircraft carriers ever built for the Royal Navy, had their dignity restored when their stern and bow anchors were erected as gate guardians at the Fleet Air Arm Museum at Royal Naval Air Station Yeovilton, Somerset.

Since 1978 the great ships have been reduced to scrap in a breakers' yard in Scotland.

Capt. Walter Flindell, Director of the Fleet Air Arm Museum, and Rear-Admiral Mike Layard, Flag Officer Naval Air Command, arranged to have the carriers' 17-ton anchors restored and transported to the museum.

They have now been ceremonially hoisted and an official opening of the "guardians" is to be arranged next month.

Backbone

For two decades the carriers were the backbone of British sea power and prevented many international incidents by their massive presence.

They left behind them no successors — and no relics except for their now refurbished anchors.

● To raise funds for the project, the Friends of the Museum are selling the surface area of each anchor at £2 per 2 sq cm. Applicants for certificates of ownership should state which carrier's name they should bear, writing to The Chairman, London House, Ilchester, Somerset, BA22 8HT.

Vanguard bell goes back to Barrow

THE BELL from a famous Barrow-built battleship, HMS Vanguard, has been returned to the town 80 years after the ship's launch.

Vickers Shipbuilding and Engineering Ltd bought the bell at a maritime auction and it will be placed on permanent display in The Dock, a new Cumbria museum project which will tell the story of steel shipbuilding.

Until the Dock complex is open to visitors in the Spring of 1991, the bell will be on show at the Furness Museum in Ramsden Square, Barrow.

The 19,250-ton Vanguard was launched at

Barrow on February 22, 1909 and saw action at the battle of Jutland. On July 9, 1917 she was destroyed by an internal explosion at Scapa Flow with a loss of 804 members of the ship's company. The ship's bell was recovered from the wreck in 1956.

Vickers are currently building the Royal Navy's tenth HMS Vanguard — the first of the new Trident-missile nuclear submarines — at Barrow in the giant Devonshire Dock hall.

From the Castle to the Tower

BARRELS were rolling instead of heads when MEM David Stout and AB Matthew Fisher, from the offshore patrol vessel HMS Dunbarton Castle, visited the Tower of London.

Dressed for the part, they were reviving an ancient custom, started in 1381, which decreed that every ship passing the Tower should present "two roundettes of wyne".

Escorted by Yeoman Warders in full state uniform MEM Stout and AB Fisher presented "the Dues" to the Governor and Keeper of the Jewel House of the Tower of London, Major Christopher Tyler.



Cocaine found strapped to hull

DURING a routine search by Royal Navy divers from Portsmouth £7.5 million worth of cocaine was discovered strapped to the keel of a ship from Colombia.

Divers from HMS Nelson (Gunwharf) were assisting customs officers after the Greek-registered freighter Pal Falcon docked at Southampton en route to Le Havre and Hamburg.

Clamped to the keel was a 6ft torpedo-shaped canister which contained 50 kilos of cocaine.

This is thought to be the first time drugs have been smuggled into Britain in this way.

A Christmas message from Drafty —

Keep us posted

THIS IS the second opportunity that I have had to offer you Drafty's Christmas message, which I relish. Sadly, I expect that it will also be my last as my "Drafty" is already muttering about moving me onwards next summer. I have used the word "sadly" advisedly as I find this job challenging and most rewarding even though there are occasions when I am certainly not considered to be top of the popularity stakes!

Last Christmas I told you that 1989 was to be the year when I and my senior team were going to get out and about more to try and explode the myth of a faceless Drafty.

Certainly, I feel that we have achieved this objective. Beforehand, the senior management made many visits but these were concentrated chiefly on Tasking Area Authorities and your senior management, missing out individual Squadrons and units; we rarely visited ships apart from on a departmental basis.

This year, I am glad to say that we have managed to visit most of the Frigate Squadrons, the Surveying and all the Minor War Vessel Flotillas as well as many individual units.

The most important aspect of these visits has been the feedback we get from our customers. The main topics that arise are always the same and they stem, unfortunately, from a poor understanding of the method and constraints of drafting — we do find that many junior rates seem to have a fatalistic view.

My team produce on the average 500 draft orders a day; one day the 1,000 mark was passed. They put an enormous effort into getting them right, but there is no way that I can put my hand on my heart and say that we always do get it right.

So the message is, if you think something is wrong, go and discuss it with your D.O. or Divisional Senior Rate. If they agree with you, do ask them to query it with your Drafting Officer. However, if querying whether or not your preference is shown correctly, do check your current DPC first.

Whilst on the subject of DPCs, we are still getting far too many people whose circumstances have changed and they have not told us.

The message still has not got through to a lot of you, namely, if your circumstances change, do let us know. I cannot forecast if you are about to get engaged, sell or buy a house or have had a major bust-up with your mother-in-law so want to avoid a shore draft in Southern England at all costs!

Rigid rules

The only other subject that I would like to cover is the question of the Minimum Time Ashore (MTA) rules. Previously, they were an unpublished manpower management tool but they were released in the autumn.

Firstly, why do we have MTA? These rules were laid down to ensure that, after a sea draft, you are entitled to a guaranteed minimum time ashore. They were very carefully worked out to equate with the planned sea/shore ratio for each rate.

This means that even if there is a pressing requirement to fill a gap at sea, I cannot through draft you from one ship to another if you have completed your seafaring of two-and-a-half years.

These rules are absolutely rigid and can only be broken if you volunteer to go back to sea early or unless authorised personally by me. During the 20 months that I have been in the chair, they have not been knowingly broken.

Secondly, when a Category goes "on MTA," what it means is that one man in that Category has had to be drafted to sea within a month of his Sea Availability Date.

Thirdly, remember that your MTA does not start ticking away until after you have had all your outstanding leave.

The final point that I would like to make is that I have over 500 different seagoing Drafting Categories and that, out of this large number, only five per cent are "on MTA." Do remember that, as you advance yourself up the ladder, you are guaranteed longer time ashore between Sea Drafts.

All that this leaves me to do is to wish you all and your families a Very Merry Christmas and a Happy 1990 from myself and everyone in the Naval Drafting Division.

John Neville-Rolfe
Captain, Royal Navy
Drafty



"Don't tell me — now you'd like something else!"



Drafty

takes to the air...

FAA drafting

Throughout the past year, representatives of the Fleet Air Arm Drafting Section have met eyeball to eyeball with many of our customers.

Whilst we welcome visits from Divisional Officers and Divisional Senior Rates and actively encourage Commanding Officers and AEO's designate to pay us a visit, the face-to-face meeting without customers is a most important and valuable part of our work.

Not only does it enable us to dispel some of the myths and explain some of the mysteries of drafting, but it enables you — the greatest single factor — to speak frankly to Drafty about your personal wishes and problems.

The longer one spends in a drafting job, the more it becomes apparent that many of our customers have only a vague idea about the finer points of Naval drafting. So you see, it is important to keep the lines of communication well-oiled.

Airy Fairies

In their heart of hearts, most people have a secret admiration for the Air world. If this applies to you, why keep your secret to yourself? Nail your colours to the mast and apply to join. Application for sideways entry to the Aircrewman Branch should be made in accordance with BR1066 Article 1523.

The procedure for transfer to the Aircraft Control Branch is DCI(RN) 111/89. You will have nothing to lose by applying. If you are successful at the grading, you will be picked up at the next convenient break in your drafting cycle.

If you would like more information, about the AC Branch, watch out for the Recruiting Roadshow, which should be in your area shortly. Alternatively, call the AC Branch Training Officer at RNAS Yeovilton Ext 5236, who will be pleased to discuss any points you wish to raise.

Wrens (METOC)

Do you ever yearn for the bright lights of London? If so, why not try a job in CTF 345 at Northwood, where you would live and work in a semi-rural area but at the same time be within striking distance of the bright lights.

Alternatively if it's foreign climes that you are looking for there is no harm in applying for a job in Italy or Portugal, but you should be aware that a number of others have already done so.

Phots

Recruiting to the Photography Branch continues — but be warned — the aptitude expected exceeds that displayed by the average button pusher. Volunteers for Neptune are always welcome but if your preference lies at the other end of the country — in the Plymouth area for example, you are in competition with a lot of others.

Foreign fantasy

Would you like to while away your leisure hours on a tropical beach? Do you remember the Wasp HAS MK1? Are you a CPOEA(M) or (WL) who can still remember how to maintain the Wasp?

Well, Drafty has just the job for you. There are currently two of each category on exchange (accompanied) in Malaysia doing just that — and they will be coming home in 1990.

These jobs must be filled so it doesn't matter where you are at present. Get your bids in soon.

Whilst on the subject of jobs abroad, how about joining the team on exchange with the British Army of the Rhine at the Detmold Aircraft Workshops. We have a small team of eight Grubbers there, keeping the Army in line. If you fancy being paid in Deutschmark and want to buy an Autobahn-cruiser, let us know, in the usual way.

North of the Border

Prestwick is not the only place in Scotland where FAA ratings are employed. There are also a few billets at such places as Neptune and Rosyth and on FOSNI and SNONI's staffs.

Radio Artificers

The Branch underbearing has been hurting for quite a while now, but things are beginning to look up, albeit slowly. The first eight M-R convertes are already on consolidation at their Air Stations and the second class of seven is in its final term at Lee.

This will ease pressure (a little) on the sea roster as most of these are due to sea draft.

Ashore, the Branch underbearing is felt mainly at the Air Stations as the small units, with only one or two billets, are not so capable of absorbing gaps. The situation has led to a higher than average number of non-preference drafts and a need to move some people shore to shore to equalise the pain. The situation should improve slowly over the coming year.

MARTSU keeps 'em flying

The MARTSU has a wide range of tasks, as it's title suggests — repair, transport and salvage. Artificers are required to become experts in sheet

metal repair work and can expect to work on the aircraft of all three services in any part of the world.

A challenging job that requires dedication and often long hours, it can lead to becoming a qualified Aircraft Inspector. Mechanics are involved on the transport and salvage side.

If that's what interests you, a DPC or C240 may help to realise your dreams.

Air team

Drafting Commander WO Appointing — Cdr David Baston, (ext. 2125)
Drafting Officers (non Tech) — Lieut Cdr Roger Grove, (ext. 2049) (Technical) — Lieut Cdr Mike Nurse, (ext. 2121)
Office Manager, WO Appointing/Ships Fits Co-Ord — CAEM(R) Dave Bows, (ext. 2144)
Centre Desk/Office Managers Assistant — Lwren(MT) Ann Taylor (to be relieved by WREN(MT) Sue McNish 12/1/90), (ext. 2125, 2274)

Non Tech Senior Rates — POWren Fiona Galpin, (ext. 2134)

Non Tech Junior Rates — Lwren Donna Rhodes, (ext. 2134)

M Trade Senior Rates — POWTR Dave Mullett, (ext. 2124)

M Trade Junior Rates — Lwren Tracy Hitchcock, (ext. 2124)

WL/R Trade Senior Rates — POWTR Mick Johnson, (ext. 2123)

WL/R Trade Junior Rates — WrenWTR Kirsten Boorman, (ext. 2123)

Specialised technical drafts

Do you fancy doing something a little different? Can you work on your own, as part of a small team or with another service? Volunteers are always being sought for the following:

		Artificer	Mechanic
(R) Trade	RAE Farnborough	Y	N
	Air Support Executive	Y	N
	NATI	Y	Y
	Air Engineering School	Y	Y
	RAF Wyton	Y	Y(LH)
	Gibraltar	N	Y(LH)
(WL) Trade	Air Support Executive	Y	N
	Air Engineering School	Y	Y
(M) Trade	MARTSU	Y	N
	Air Engineering School	Y	N

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Bouquet Roses/Carnations/Freesia/Fern		£16.50
Bouquet Iris (blue)/Carnations/Freesia/Fern		£13.60
Bouquet Spray Carnations/Freesia/Fern		£9.50

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Twin Ella Elephants	pale blue	11" long	£14.50
Orville The TV Duck	pale blue	8" high	£10.00
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Type 21 Arrow takes a bow



PACKING a mighty punch, HMS Arrow's armament includes a 4.5 inch automatic gun, Exocet surface-to-surface missiles, 20mm guns and Seacat anti-aircraft missiles.

She also carries a Lynx helicopter, armed with torpedoes and air-to-surface missiles.

Supporting these weapons systems are two computers and an impressive array of sensors and communications equipment.

Another of the ship's outstanding features is her exhilarating acceleration and deceleration. The Type 21 frigate was the first Royal Navy ship to be designed from the outset for all-gas turbine propulsion.

Powered by two Rolls-Royce Olympus turbines, the Arrow has a top speed in excess of 30 knots. Two Rolls-Royce Tyne gas turbines give the back up for extended cruising.

Commercial

The six Type 21 frigates which comprise the Fourth Frigate Squadron are of a commercial design. Eight of the class were built, but two, the Antelope and the Ardent, were lost during the Falklands War. The ships were designed to provide effective defence of a convoy or other force against attack by surface ships or submarines.

Laid down at Yarrow (Shipbuilders), Glasgow, in September 1972, the Arrow was launched in February 1974. She was accepted into the Royal Navy in May 1976 and commissioned at Sunderland a month later.

Befitting her name, the Arrow was at the forefront of the earliest actions of the Falklands War. While taking part in the daring, daytime bombing of Port Stanley Airport she was attacked by Mirage fighters and AB Ian Britnell was wounded, becoming the conflict's first casualty.

When HMS Sheffield was hit

by an Exocet, the Arrow put herself alongside and her ship's company carried out an emergency firefighting and rescue operation, resulting in the rescue of 220 of the Sheffield's officers and ratings.

The Arrow provided covering fire for the capture of Darwin and Goose Green and provided naval gunfire support during the battle for Port Stanley.

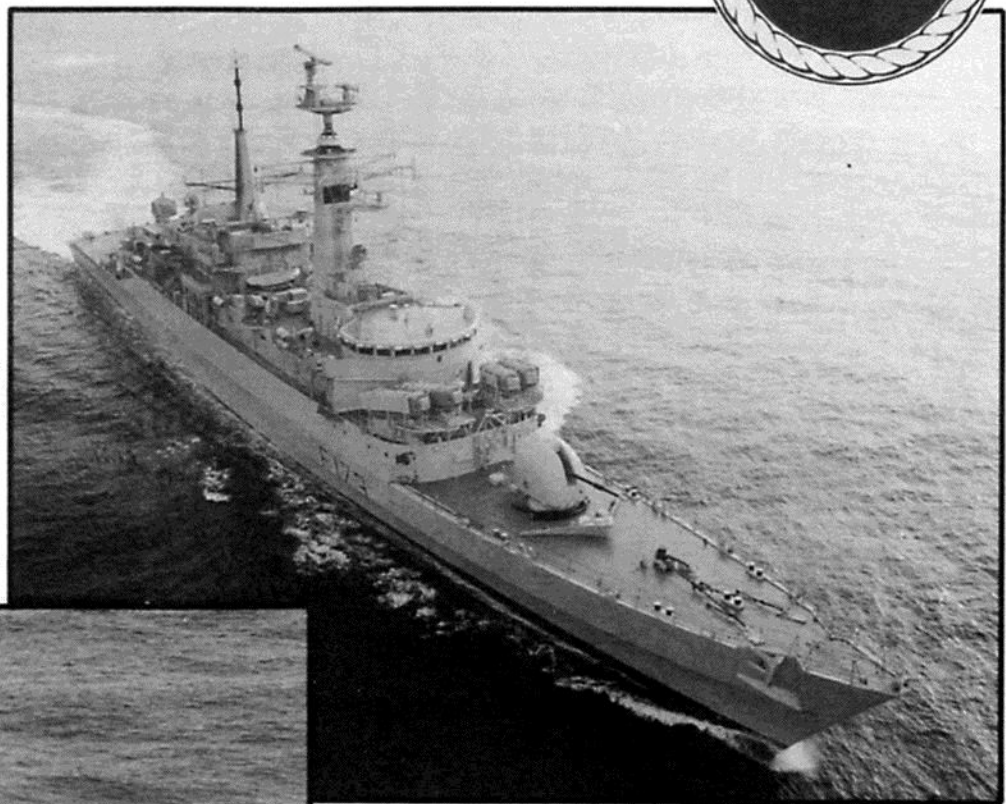
Today, the Arrow has a complement of ten officers and 170 ratings, who live in an extremely high standard of accommodation. Facilities include separate dining areas for senior and junior ratings, a laundry and sick bay. Also on board are a library, close-circuit television, film, video and sound repro-

duction equipment.

The Arrow recommissioned at Devonport in June this year after a 16-month refit by Devonport Management Ltd and a reduced manning trial. She is about to become West Indies Guardship.

Right: HMS Arrow, designed to protect convoys and other forces against attack by surface ships or submarines.

Below: HMS Arrow alongside the burning Sheffield during the Falklands War. After hours of firefighting and rescue work, 220 members of the Sheffield's company were saved.



Facts and figures

Displacement: 3,300 tons. Length overall: 384ft. Beam: 41.75ft. Draught (screws): 19.5ft. Speed (knots): 30; 18 on Tynes. Range (miles): 4,000 at 17 knots; 1,200 at 30 knots. Machinery: 2 x Olympus gas turbines; 2 x Tyne gas turbines. Armament: 4.5 Mk 8 gun; Quadruple Exocet SSM; 1 x Quadruple Seacat SAM; 2 x 20mm Oerlikon guns.

INTO BATTLE WITH LORD NELSON

EIGHT ships make up the Royal Navy's quiver of HM ships Arrow — from a 16-gun sloop purchased locally on the Jamaica Station in 1782 to today's Amazon class Type 21 general purpose frigate.

A 386-ton sloop completed at Redbridge in 1795 to the experimental design of Sir Samuel Bentham was the second HMS Arrow. She was armed with 28 carronades and had unusual sliding keels.

With the Wolverine in 1799 she captured the Dutch ships Gier and Draak. In April 1801 she saw service with Nelson at the Battle of Copenhagen.

The second HMS Arrow came to a gallant end in 1805 when, with the Acheron, she saved the Mediterranean convoy by sacrificing herself to the French frigates Hortense and Incommutable.

Launched at Deptford in 1805, the third Arrow was a schooner armed with 12 carronades. She was involved in many actions off the west coast of France and in 1813 assisted in the reduction and capture of San Sebastian.

The next Arrow, a 157-ton cutter, was launched at Portsmouth in 1823 and spent her early years employed on the prevention of smuggling. For seven years from 1831 she was loaned to the Commissioners of Customs.

On her return to the Royal Navy, she was deployed on a survey of the Falkland Islands and continued to serve on the South America and Cape Stations for a further five years. In 1843 she captured an armed slaver. She was finally broken up at Portsmouth in 1852.

A 2nd Class gun vessel displacing 447 tons, the fifth HMS Arrow was the first steam driven ship of the name. She saw service in the Crimean War and took part in the bombardment of Sebastopol, the capture of Kerteh and, later, an expedition to the Sea of Azoff.

Sixth HMS Arrow was a coast defence gun boat. Launched in 1871, she served

as a tender to the Royal Naval College Greenwich and to HMS Excellent. She was sold in 1922.

The previous HMS Arrow (1,782 tons), launched in 1929, was last of the Acasta class destroyers. Placed in reserve for a few years, she was recommissioned at the beginning of the Second World War and employed on escort duties in the Mediterranean.

In the summer of 1942 she was involved in the invasion of Madagascar, then in the hands of the Vichy French.

In August 1943, back in the Mediterranean, the Arrow went to the assistance of SS Forte La Montee, on fire in Algiers harbour. The Portuguese ship blew up with the Arrow alongside, causing heavy casualties.

The Arrow was repaired in Toronto, but except for a short excursion remained there until the end of the war. She was scrapped in 1946.

ARROW'S BATTLE HONOURS

Copenhagen 1801, Cape Tenez 1805, San Sebastian 1813, Crimea 1854-55, Atlantic 1940-43, Norway 1940, North Sea 1942, Libya 1942, Malta Convoys 1942, Sicily 1943 and Falkland Islands 1982.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

● HMS Arrow shares the Freedom of Sunderland with BBC TV reporter Kate Adie — see Page 9.

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It's not what you joined for?

HAVING browsed through the "swap drafts" column in October's Navy News, I noticed a particular trend developing.

Almost a third published were from ratings wishing to swap drafts to ships "not deploying". I have now read November's column and a quarter of those are on similar lines.

I know that not all deployments are to exciting places, but they do invariably involve calls, both outbound and homebound, to some interesting countries and in particular with more favourable climates than UK.

The only conclusion I can draw is that some of today's sailors do not join the Navy for that much-advertised travel, although limited nowadays. Or maybe there is an underlying link to the current run of letters from naval wives referring to the problems of being separated from their husbands.

I would have thought that with so few deployments Jack would be jumping at the chance to travel overseas. — R. Saunders, WO(OPS)(M), ARE Portsmouth, Portsmouth.

Limited access?

WHY should a man based on shore get the warrants to see a child of a previous marriage, and the man based at sea not get them?

I am based in a Plymouth ship and my daughter lives elsewhere, so I feel a man at sea in this situation should be entitled to these extra warrants, especially as on average we spend only about six to eight weeks in our base port and have less of a chance to see the

child.

A further question: Why don't single men get any sort of loan to buy a house? I have served 22 years and am hoping to obtain one of the married quarters up for sale. I think these loans should be made open to everyone on career engagements.

I am sure I have read in an item on resettlement that one of these loans is open to all RN, RM, QARRNS and WRNS personnel on career engagements. — H.J., BFPO Ships.

Assuming that the correspondent is single, shortly to leave the Service and is probably a senior rate, MOD said that personnel in marital categories C3 to C5 ashore and afloat were treated the same concerning entitlement to warrants to visit children.

"Personnel at sea and ashore are entitled to eight warrants per year. However, in the case of those ashore additional warrants were made available to increase their normal annual entitlement to allow them the same number of opportunities to visit their children as those at sea."

On house purchase, the correspondent was advised to contact his Unit Personnel Office who would be glad to explain the opportunities available under the rules for Assisted House Purchase (Retirement).

"Under these rules all personnel (married or single) who, between October 1 1988 and September 30 1994, reach the age of 50 or over, or are within two years of completing a long-service commission/engage-

ment (ie a 16-year or more commission or a 22-year engagement), may be permitted to obtain an advance of pay for house purchase."

Aircraft Control

CDR "Jumbo" Merrin was correct to say (October) that the idea of a rating branch for aircraft control is not new, and was spot on when he stated that the branch was not formed in the early 1960s because it was not of a viable size.

However, he has missed the point of the newly formed Aircraft Control (AC) branch.

In Jumbo's day the branch being considered just involved ratings undertaking Air Traffic Control duties. There was, and still are, only a very small number of seagoing billets for such ratings and a branch covering just that aspect of aircraft control would certainly not be viable today any more than it was before.

Much has changed since that original attempt to form a branch; not least that there are now many more ratings involved in the control of aircraft at sea.

I refer, of course, to that very much underrated man the Helicopter Controller who has been sweating blood in ship's Ops Rooms since the mid-1960s. It was by amalgamating the mainly seagoing OPS(R)(HC) with the largely "beached" AH(ATC) and (AATC) that it became feasible to form the AC

Second wives aren't spongers

THERE are many arguments for and against moving with our husbands. But a point that annoyed me and many other of my MQ neighbours in recent correspondence was the way people living in MQs were classed as spongers.

There are many couples who have no choice. Why? Because we are second wives who have to support ex-wives who take a large chunk out of our finances, so we will never be able to afford our own homes.

It is our choice to become second wives, and it is our choice to marry a Serviceman — or not. The choices are all ours to make. — Another Naval wife, Hants.

branch of today.

Jumbo was right, however, to sound a note of caution. The new branch has yet to prove viable. Tribal instincts have made the welding of a Fish-head branch with an Airy Fairy one extremely difficult.

It is to be hoped that officers and senior rates on both sides will have the foresight to see that in the coming decade the only way to preserve both HC and ATC as "uniformed" skills is to make the new branch work.

This will only occur if there is considerable goodwill, plus a lot of give and take from both sides. Without that the AC branch will founder. — D. Marten, Cdr. (retd), West Lydford, Somerset.

Letters

Mid-month pay delay explained

REGRETTABLY they all start to add up... On October 12 we were informed that the October mid-month payments to the banks had been halted due to a computer programming error. The following day the message came that all had been rectified but payment would go four days later than expected.

No big deal. But a travel expense claim over £50 now has to go to HMS Centurion for payment. Of course it's assessed by the local pay office first, then sent to Centurion for re-checking (?) and computer payment. However, miss the cut-off day for computer entry for end-of-the-month payments and you can end up waiting six weeks or six weeks and four days.

I would not like to cost the time and manpower spent on processing a £50 claim — it's hardly likely to be cost-effective. More to the point, it is not very helpful to the person waiting to receive his money.

As a comparison, the Army can expect to receive TE money the day after forwarding their claims. — Lieut-Cdr. Middlesex.

● HMS Centurion explained that to avoid major overpayments and underpayments following discovery of a programme error it was necessary to re-process the October mid-monthly supplement payment. This had the effect of delaying the credit to bank accounts from Friday October 13 to Tuesday October 17.

To achieve a delay of only four days, the problem had to be identified in sufficient detail

to allow confidence that the error could be fully removed. The error had then to be corrected and six days worth of computer input re-processed.

"This was achieved within three days, two of which were Saturday and Sunday. Given that an error occurred, this is good news in the ability to correct it when spotted."

Concerning travel expense claims, Centurion said it was not true that a claim over £50 had to go there to be paid through the pay account. "To reduce the volume of cash in units (on which the Defence Budget pays interest) MOD policy is that any travel claim which exceeds the value of two nights' subsistence (approximately £100) should be paid through pay accounts."

"A claim will normally be paid at the end of the month in which the duty or journey took place. However, for claims submitted to Centurion late in the month, payment will be made at the next mid-month supplementary payment."

"All claims should therefore be settled within a month provided that the claim is submitted promptly. Many Servicemen use the facility of asking for an advance of expenses if these are likely to be significant."

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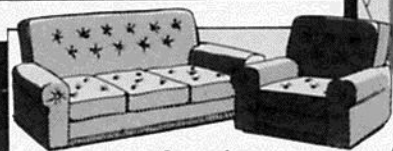


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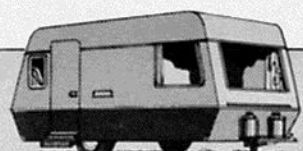
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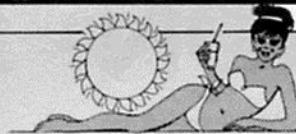
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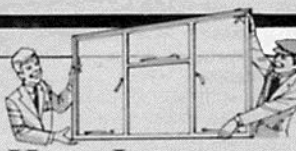
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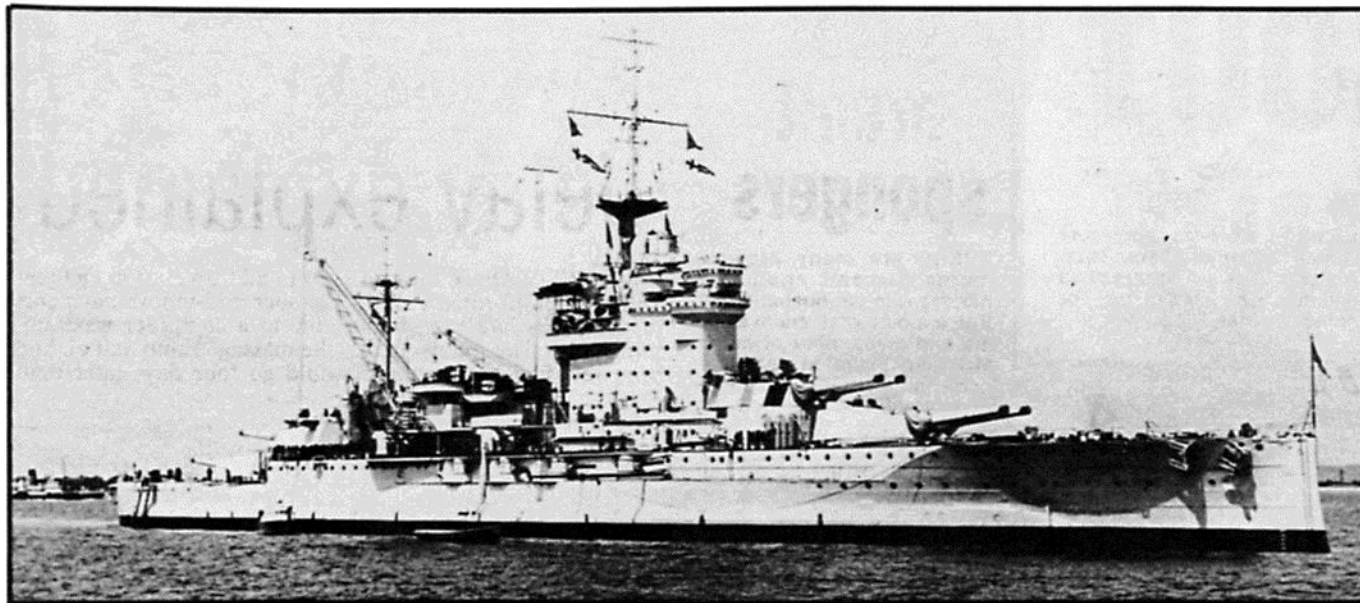
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WARSPITE VETERAN — 'LET'S GO TO NARVIK'



APRIL 13 next year is the 50th anniversary of one of the most daring attacks in the history of the Royal Navy.

At dawn that day the battleship HMS Warspite (left) with an escort of Tribal class destroyers, set off at full speed down the Norwegian fjords to Narvik, in the words of Winston Churchill "to seek out and destroy the enemy." The enemy in this case was a large German naval force, which had retired to a safe anchorage after inflicting heavy damage and loss of life on a British destroyer flotilla, which had nevertheless sunk two of the enemy.

It was a huge success. Dodging shore-based torpedoes and blasting shore batteries, they swept on, attacking ship after ship until some ten German ships were sunk or ran aground.

We left as quickly as we had arrived to avoid retaliation by the German air force, suffering only small losses compared with the massive damage inflicted on the enemy.

Would it not be a magnificent gesture, if on the 50th anniversary of this great morale booster of the '40s, there could be a flag-showing visit by a British warship — which might even arrange to take some of the Narvik veterans with her! Hammocks are cheap and we don't eat a lot. — B. Hallas, Ex-HMS Warspite (225 Squad), Wigginton, York.



Letters



Fifty full flushers

IS IT so far back in history that even Navy News does not know that there were 50 flushdeckers, or that they were destroyers, not cruisers? (HMS Campbelltown feature, October).

The Campbelltown was one of the first eight of the 50, along with the Churchill, Clare, Chesterfield, Cameron, Castleton, Caldwell and Chelsea, taken into the Royal Navy in September 9, 1940.

All these and many other facts may be found in the pages of "Over by Which Christmas?" and "Dollar 45, a sort-of-a-history" by that unknown writer, Sid France.

Please don't forget — we're not all dead yet! We are watching. — Sid France. Redcar, Cleveland.

● Thanks also to N. D. Ferns, of Clanfield, Portsmouth, who wrote on this subject.

Sponsorship starts here

I AM pleased to see from an advertisement in September's Navy News that GEC Avionics sponsor The Sharks helicopter team.

What a pity they do not support the RNR by granting their staff two weeks unpaid leave for annual training. — A holiday 'loser'.

A fairer deal for Xmas?

ONCE again the Festive Season is almost on us. With it comes the annual nightmare for RN heads of departments as to who "does" and who "doesn't".

I am, of course, talking about who will be the lucky ones at home with their families and the poor minority who will be stuck in a "dead" ship or establishment keeping things ticking over.

I am the first to agree that somebody has to do it. But perhaps the manner in which the "few" are chosen can be improved.

The practice of picking names from the hat seems fair enough, but some can be unlucky more than once. I knew an unfortunate chap who had not had a festive break at home in his 18 years in the RN. Some other methods include merely putting the lists on a notice board. Most unfeeling!

What we should look at is the way that our friends in some of the Army regiments handle this unpleasant task. From about November onwards their "punishment returns" must drop dramatically. To my delight, what I discovered was their means of curing, at least temporarily, all their "defaulters cowboys". (Yes, they have them too).

However, as always, there is always one, or even a few! So you can guess who stays. I was told they sometimes find enough to keep rosters right down the ladder through NCOs to the lowly squaddie doing

guard duty. Better than the way we do it?

I once saw a situation where a consistent "cowboy" had his punishment deferred until after the festivities as one of his many terms of punishment was going to cut into his main Christmas leave, which he was lucky to have been chosen for! — AB(M). Faslane.

Home owner's hopes dashed

CONCERNING a recent item, in Navy News, I wonder how many others in my position had their hopes raised, only to find we do not qualify.

The subject was the reply to a letter regarding single home owners over 25 paying food and accommodation charges in line with married rates.

After researching the rules concerning single home owners, I was given the answer — "yes, if you lived out at your last draft". Had this fact been mentioned in the article my hopes would not have been raised for nothing.

In my position in a sea billet, in refit, living in HMS Drake, paying full food and accommodation charges, without the benefit of LSSB, paying a mortgage plus the Community Charge in Scotland, it's a lot to lose each month.

Hence the reason why I have been home only once in the last six months. Although the standard food and accommodation charges for one month would not cover the cost of a return trip home, it would help to get me home more than four times a year using my basic warrants.

It would seem to be that even in today's Navy single home owners are still being discriminated against. — N. Watson, PO HMS Fearless.

Navy Days 'monopoly'

WHY has Portsmouth a complete monopoly on aircraft carriers being present at its Navy Days?

These big ships are tremendous crowd-pullers and I think Devonport hasn't seen a carrier at its Navy Days since the demise of the Eagle and the former Ark Royal.

Navy Days at Devonport have less and less on display every year, and it will soon be more exciting to watch Torpoint Ferry clanking across the river! Surely the available carriers could be split up and have one at each Navy Days? — W. J. Coles, St. Jude's, Plymouth. ● There's no doubt people like visiting big ships — but their presence at these public events has, we are told, to be related to Fleet requirements and availability, linked to base porting.

Keep your hair on . . .

TAKING time out from my tour of duty in the USA, on a recent pre-earthquake "stress-free" holiday in San Francisco I chanced upon an article in a week-old Observer newspaper. It states that personal vetting causes so much distress to MOD civil servants that they are being compensated to the tune of £1,000.

Could it be that my prema-

ture baldness (in my early 20s) can be attributed to my frequent "Stressful" PVs and not to the traumatic communications, golf, and rugby refereeing decisions I have had to make over the years, as I had always thought.

If this is the case, may I look forward to a £1,000 bonus, or shall I just settle for a well-made toupee? — J. Purnell, WORS. SACLANT, USA.

Walking the line

ROLAND Smith, of Naval Video Time Capsules, has surely performed an invaluable service in rescuing from the archives, historic film of the Royal Navy in peacetime and war — much rare footage which otherwise might never have survived the ravages of time.

In Part One of the videos — "Battleships at War 1941-42" — there is an unexplained incident that intrigues me. A cruiser, believed to be HMS Arctura, was filmed at sea taking on oil from a tanker, some time in 1942. Quite suddenly there is a glimpse of a rating standing halfway along the oil pipeline, at its lowest point between the tanker's stern and the Arctura's fo'c'sle.

What was the purpose of someone being in such a seemingly precarious position? E. Brown, Ex-LTel (1941-46), Swindon, Wilts.

Still trying — after 11 years

I SERVED in the RN briefly, for five weeks, as an A/WTR2 at HMS Raleigh in 1978. I made the tragic mistake of going PVR at the insistence of my then girlfriend.

On returning to my home town I attempted to re-enter the Service, but was told I'd have to wait at least two years. I enlisted in the RAF, where three times I applied for a Service transfer to the RN. Finally I was told I'd have to do three years in the RAF before I'd be considered for a transfer.

Being young and impatient I couldn't wait, and left the RAF in 1981 after 18 months' service.

Now I've matured and married, and at the age of 28 I recently applied to join the Navy as a Stores Accountant. I was told I'd been rejected; to join the RNR; and apply again in a year's time.

Turned down

I already have the RSA Elementary Certificate in store-keeping which the SAs receive on completion of their trade training, and I also have previous military experience. Yet I was still turned down, even though they advertise all the time for people to join the S and S trades in the Navy.

This, I feel, proves without doubt that Royal Navy recruiting selection standards are the highest of all the Services. But surely after 11 years they could forgive and forget my stupid actions as a young man? I bet there's many people like me who made this mistake and would now dearly love to re-join the Services. — Ex-matelot. East Finchley, London.

WHAT WE MUST PAY FOR COST EFFICIENCY

WHAT is it that makes a senior CWEM(R) who joined the Navy in 1954, has enjoyed most of that time, and is just four years away from completing a 37-year career, submit notice? I'll tell you what it is not. It is not pay!

Perhaps it is that the Navy is getting more and more petty. Not in terms of discipline — because in relation to only ten or 15 years ago, discipline in the Navy has gone out of the window — but in terms of everyday attitudes to small and insignificant things.

Perhaps it is because when we are due shore time, a significant number of the better billets are taken up by Extended Service personnel. The ES that we were told would not affect our drafting cycle, and would not deprive Active Service personnel of shore billets because it was going out of the Navy anyway.

Perhaps it is that we are all trying to make a

system work that is top heavy, with no-one left at the coal face to actually get on and do it. The Navy is getting smaller and smaller but the commitment does not seem to be reducing at all. At sea we are doing exercises on the way to the exercises.

Things do not improve when we come ashore for a rest. "Cost efficiency" is the cry, but who is bearing the brunt of it all?

I have constantly to try to assure the young WEM that there is a future for him beyond LWEM even if he is not selected for artificer candidate. I find this difficult to do, with any conviction. When the PQE for POWEM is considered, we can be forgiven for thinking that "they" don't want too many more POWEMs.

Finally, I suppose, perhaps it is just that for less than £10 a week, or its equivalent in four years time, added to my pension, it just is not worth the aggravation. — Disappointed (or maybe misappointed) CWEM(R), Hants.



No. 425 35th year

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Guests of Cornwall . . .

HOW'S ABOUT THAT THEN?

THE DUCHESS of Cornwall, better known as the Princess of Wales, returned to HMS Cornwall, the Type 22 frigate she sponsored, and came dressed for action.

Her bright red, calf-length culottes were just right for clambering up rope and metal ladders and for sitting at the controls of the ship's 30mm Bofors anti-aircraft gun.

And the Princess' navy blue reefer jacket, double-breasted with brass buttons, gave her a suitably nautical air for the visit, which included firing a blank from the frigate's 4.5 inch gun, after instruction from WEM Darren Rackliff.

Commanding officer Capt. Richard Phillips greeted Princess Diana as she was piped aboard and showed her the controls of the Broadsword class frigate when she toured the bridge.

Later the two, aided by the youngest member of the ship's company, JS Mark Woolley (17), stirred up the ship's Christmas pudding and slurped in a little of the hard stuff (right).

The four hour visit allowed the Princess to meet and talk with many of the ship's 273 members at their work stations, as well as giving her the opportunity to steer the Cornwall during a man-overboard exercise and watch a torpedo being fired.

Before boarding the ship, Princess Diana was greeted by wives and children of the ship's company (top right).

And how's about this then, guys and gals? When television and radio personality Jimmy Savile visited HMS Cornwall he was presented with a cheque for £1,117 for the Trafalgar Day Children's Appeal.

Members of the ship's company pledged cash for "fix-its" to raise the total and the giant — in more ways than one — cheque was handed to Jimmy by PO Buck Taylor (bottom right).



Pictures: LA(Phot) G. Meggitt

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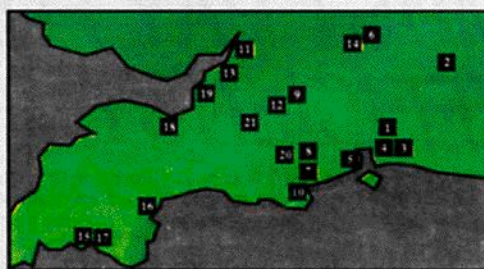
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THE LONG AND

It's difficult to put an exact measure on Project Al-Yamamah in Saudi Arabia.

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THE SHORT OF IT

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We wish you a merry Christmas...

THE festive season is nigh and with it many family reunions after the inevitable separation naval life brings.

Naval families know what separation means. Most have direct experience of it and most find their own ways of coping with the farewells and the separation itself. But what about the reunions?

Who hasn't counted down the days, been sick of the sight of the "gloom charts" and "days to do chits"? The traditional boxes of green Smarties, rabbits and grovel bags, the crash diets and new outfits are standard but how many people are really prepared for the reunion?

The separation is over and all will be wonderful or so the story goes, everyone has their dreams...

Sadly dreams rarely come true and for many men, women and children confusion, disappointment and tension seep in. As real life takes over, the myths of what it should be like are often shattered. How many eventually think, "Well, not to worry, the ship deploys in a few weeks?"

Perhaps it would be better if we challenged those myths which haunt the Navy's more romantic side.

● "We won't argue..." During separation it's easy to imagine handling disagreements differently when you're re-united (it's even possible to imagine not arguing at all).

But Christmas is stressful. Plans for family get-togethers, presents and endless Christmas card lists quickly start arguments and mar the spirit of "A Merry Christmas".

Don't be surprised or too disappointed when good intentions go up the spout and you realise that old habits and annoyances still surface and sparks begin to fly.

● "We'll do so many things together..." Separation has different aspects on us all because of differing circumstances. A man in a ship or submarine may want to savour the comforts of home while a woman may want to get away from it after so long! Children may

Some 'give and take' needed on return home

SEPARATION and seagoing are enduring well-aided topics, but at present the Naval Family Service in Northern Area is taking a closer look at their effects on naval personnel and their families.

Meanwhile, in this season of get-togethers, it offers words of advice on the realities of reunions — and challenges what are called the "myths which haunt the Navy's more romantic side."

want to play with dad but dad may want to play with mum! (So he starts chucking the green Smarties out on the lawn!). Sensitivity to the needs of others and a willingness to compromise are essential.

● "We'll have so much to talk about..." Separation inevitably means totally separate lives and experiences. So much to say but can it all be shared, or does your partner want to hear it? Perhaps one has been in foreign parts, lovely sights great weather... but has he been faithful?

The other has been running the home, looking after the children, buying clothes, preparing for a homecoming, getting on with her job, meeting friends... but which friends, has she been faithful?

What do you say about the temptations, the fears, the suspicions? How do you talk about the other concerns — kids in trouble, health worries, money problems? Don't be surprised that some things are hard to share.

● "We'll share responsibilities..." Would that this were so simple! "It's great he's home but he's mucked up my routine and I can never find the cutlery in the right place." Or "I'm a stranger in my own home, not welcome and the kids ignore me and run to their mum telling on me."

During separation we have to adjust to life on our own and, naturally, adjusting back again can be traumatic. The person at home now has this intrusive nuisance around the house; the man can come back wanting to share, but discovers that he

doesn't fit in; and if there are children, what a wonderful opportunity to play one off against the other!

A gloomy picture? Not entirely. The separation reunion cycle can produce wonderful highs and many people thrive on it.

We just wanted to explode some of the myths, so expectations are more realistic, and we hope that like most people you'll cope with the hiccups and enjoy your time together.

Here are just a few tips to finish with:

Do be realistic. Getting back together can be very difficult. Do prepare yourself, and your children for nervousness, changes in routines, possible resentfulness, as well as for happiness. It may take a few days for everything to settle.

Do listen to each other. Don't expect the reunion to be wonderful and magic. Remember that over a period of months new routines and ways of living get set up no matter how well you get on!

Don't be surprised at arguments — they can be part of the settling-down process. Don't expect children to instantly accept dad; they need time to adjust too.

● The Naval Family Service in the Northern Area — taking a closer look at the effect of separation on all people (seagoers, their partners and families) — would welcome hearing the experiences and views of readers. Write to the Area Officer Family Service (Northern), Naval Families Centre, Castle Road, Rosyth, KY11 2BB.



In at the deep end

WIVES of serving personnel took the plunge when they visited RNAS Culdrose.

For a Flight Safety Stand Down was declared allowing them to take part in various safety drills.

As well as a short flight in a Search and

Rescue helicopter they tried their hand at dinghy drills and fire-fighting.

And some of the more adventurous wives proved to be real water babies when they tried out the ten-man life raft in the swimming pool.

Frank's fun-day at 'village fete' 70 years long service

COMEDIAN Frank Carson provided plenty of fun and laughter when he was invited to the Royal Navy Wives Association pool-side Party in Hong Kong.

□ □ □

Back on course

PLACES are still available for SSAFA's 1990 courses due to be held in London.

If you'd like to learn more about welfare policies within the Services, are interested in voluntary work or would like to acquire a new skill contact Martin Owen, Senior Training Officer, SSAFA, 16-18 Old Queen Street, London, SW1 9HP for further details.

As well as making a personal donation to one of the charities supported by the Navy Wives Frank went on to present prizes in their grand raffle.

And with the Hong Kong business community proving to be as generous as ever, prizes ranged from a holiday in Thailand to gold and pearl jewellery.

This year's "village fete" had a truly international look about it.

And for the third year running the Captain in Charge, Captain Peter Dalrymple-Smith, was a big hit on the bottle stall, running out of tickets only an hour after the gates had opened.

A record sum of HK\$10,000 was raised on the day, enabling the Navy Wives to make increased donations to both Service and Hong Kong charities.

WHEN Walter and Lilian Pearce, of Romsey, Hampshire, celebrated their 70th wedding anniversary Mr. Pearce recalled that he very nearly didn't get to the church on time.

On the morning of his marriage Mr. Pearce was on board the destroyer HMS Winchester. She went flat out to make port on time.

But there was still a mad scramble for the 'groom and best man to get to St Agatha's Church, Landport, for the ceremony.

Mr. Pearce joined the Navy as a boy seaman in 1913 and served until the end of the Second World War continuing with the Admiralty at the Royal Naval Armament Depot at Dean, near Salisbury, until he retired in 1963.

When the family gathered for a big 70th anniversary celebration congratulations were read from the Queen and from the Flag Officer Portsmouth.

ADVICE ON HAND AS NEW BUREAU OPENS



A FRIENDLY helping hand is on offer at Portland to all naval families and civilians wherever they are based.

Another in the line of successful Sailors and Families Advice Bureaux (SAFABs) has been opened at Seely Court, 5 Grangecroft Road, Westcliff, Portland (tel: 822542). Opening hours are Mondays, Wednesdays and Fridays from 10 to 12.

Help and advice can be given on anything from pay and conditions of service to what to do and see in the area. So if in doubt or just curious, give the team a call or pop in and see them.

The volunteer naval wives who run the bureau are Cori Savage, Pat Fishlock, Helen Gibbs and Claire Walker. Pictured (left to right) are Cori Savage, Pat Fishlock and Claire Walker.

Messages and Roses

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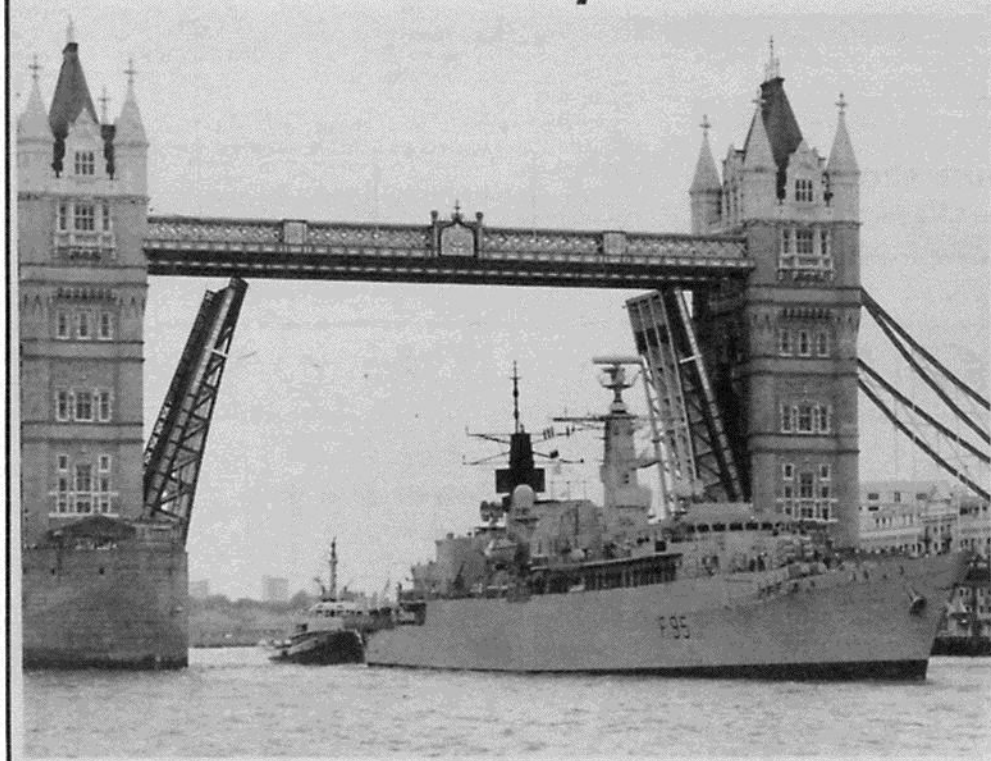
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Donations, which will be acknowledged, should be sent to Iain W. Grimmond, Treasurer, Room NN2, Erskine Hospital, Bishopton PA7 5PU. Please make cheques payable to Erskine Hospital.

ERSKINE

AFTER a hectic operational programme keeping an eye on units of the Soviet Northern Fleet, HMS London managed to find time to visit her 'home town'.

And whilst in the capital the ship's company of the Type 22 Frigate got involved in some serious fund-raising.

Before berthing alongside HMS Belfast, five POs left the ship to walk to London to raise money for their affiliated charity, the Kenton Ward at St Bartholomew's Hospital which cares for children suffering from cancer.

Over £1,000 was raised from the walk.

And with the help of teams from the Metropolitan Police, nurses from St Bartholomew's, Smithfield Market Porters and HMS London further funds were collected from a charity 'It's A Knockout'.

During her visit HMS London also hosted a lunch to commemorate the 40th anniversary of the re-founding of the WRNS in the presence of HRH the Princess Royal.

After her five-day visit to the City HMS London then sailed for Portsmouth to resume a busy programme of computer trials.

Whitby welcome for 'Special K'

"SPECIAL K." as HMS Kellington is known to her friends, wound up her first patrol as the latest addition to the Fishery Protection Squadron with a visit to her adopted town of Whitby.

A social evening at the Fishermen's Club was a fitting finale to four well-packed months in which the newly re-fitted Ton class mine counter-measures vessel visited 12 different ports around the country and steamed over 8,000 miles.

"We were new to the job — but we learned quickly and have now settled into the role of policing the various limits," commented her CO, Lieut-Cdr. Colin Douglas.

A break in the patrol cycle came when the Kellington was asked to search for a downed light aircraft in County Down's Strangford Lough. This produced a good liaison with the Royal Ulster Constabulary — but nothing in the way of wreckage.

She is now back on her rounds after two weeks maintenance in her base port of Rosyth.

HEROIC RESCUE DIVE

TWO petty officer crewmen emerged as heroes when helicopters from Royal Naval Air Station Culdrose rescued 40 survivors from a Pakistani ship which sank in the Channel in hurricane force winds.

It was one of the biggest and most dramatic life-saving operations ever undertaken by the crews of 771 and 772 Squadrons.

Last off the sinking vessel Murree were two naval divers, PO Aircrowmen Dave Wallace and Steve Wright.

They had to jump 90ft from the stern as the ship started sliding bow first into the raging seas. When they came to the surface they had to swim frantically to avoid being sucked under by the stricken ship.

Safety

Even as the ship was sinking beneath them they still had four crewmen to save before they could consider their own safety.

Dave Wallace confessed: "I have never been so scared in my life and I thought that this was the end."

"We could see the screw turning as the ship lifted out of the water and we had to clear that to get into the sea. We are lucky to be alive."

PO Wright, the second diver, said: "During the rescue we had to lift a mother and child together. I had the mother on the rescue strop and the baby in the grip next to me and I just prayed that the baby would

Crewmen snatched to safety as ship sinks

stop struggling to get out with 80ft. still to go.

"It seemed to take ages to get them both into the safety of the aircraft."

Bravery

All 40 lives were saved by the three aircraft, which were led by the Commanding Officer of 771 Squadron, Lieut-Cdr. Ian Domoney.

Commenting on the bravery of the two divers, Lieut-Cdr. Domoney said: "They could have been taken down with the ship and the sea was also extremely dangerous with containers being washed away all the time."

"They did an extremely good job. They were very professional and very brave in those conditions."

The two squadrons have a touching memento of the rescue — the inscribed life jacket worn by the Second Officer of the stricken vessel.

Second Officer Irfan Jafri wrote: "To the angels who come in the guise of men. The

Lord has chosen thee to perform the most profound of his miracles — save life. You are what the world was made for."

Lieut-Cdr. Domoney commented: "This message has touched the hearts of the rescue crews involved very deeply. To think that this man wrote this on his life jacket in the middle of his rescue is unbelievable. It makes it all the more worthwhile."

Award for Greek captain

WHILE visiting Athens in her role as Dartmouth Training Ship HMS Intrepid played host to Captain Peleponosis of the Hellenic Coastguard when he was presented with an MBE.

The award, made by the British Ambassador to Greece, Sir David Miers, was in recognition of the Greek Captain's role in averting disaster when the cruise ship Jupiter, with British schoolchildren aboard sank in Piraeus harbour last year.

Active on the road

THE CLOSE ties between the people of Burnley, Lancashire and the Type 21 frigate HMS Active were further strengthened when a new road in the town was named after the ship.

Second phase of the Burnley Inner Relief Road, constructed at a cost of £1.7m, has been officially named Active Way, in honour of the ship.

The south-west section of the inner relief road has been named Queen's Lancashire Way to commemorate Burnley's links with the Queen's Lancashire

Regiment, who also have close ties with HMS Active.

A distinctive feature of Active Way is an anchor from Devonport Dockyard, provided by the ship, which is a local landmark and a reminder of the strong links between the ship and the town.

Members of the Active ship's company, who were made Freemen of the Borough of Burnley earlier this year, travelled to the Lancashire town for the Active Way opening ceremony.

Gannet goes for gold

RIVALS in the trade might accuse HMS Gannet of 'beginner's luck'.

But the award-winning team who took part in the Royal Naval Salon Culinaire 1989, held at HMS Nelson, put their success down to hard work and dedication.

Entering the competition for the first time they managed to walk off with a 'plateful' of awards.

And they included two gold medals for the 'Cook and Serve' class, a bronze for the 'Packed Lunch' entry and another for the 'Sweet' entry.

LCK Mavin and WrenStd McNair were also awarded the McDougall Trophy for the 'Cook and Serve' class and have been selected to represent the Royal Navy at Hotel Olympia in January 1990.



HMS Gannet's winning team from left, WrenStd McNair, LCK Mavin, trainer Chief Wren Tapp, Ck Ellis and Std Walker.

PRIZES

Trophy and prize winners, senior, were: Works in chocolate, Miss P. Dunford (HMS Heron); Cold butchers joint, CSgt. M. Boulton (Royal Marines); Cold game, Cpl. D. Warren (RM); Pate en croute, CPOck K. C. Leung (HMS Tamar); Decorated gateau, Mrs E. A. Parker (HMS Seahawk); Yeastwork, Ck Y. H. Kwok (HMS Tamar); Packed meal and napkin folding, CPOSTD D. Deady (HMS Raleigh).

Tamar.

Senior: Hot sweet, Ck V. Retter (HMS Nelson); Junior pasta, Mr T. Brown (HMS Osprey). Senior: Plated hors d'oeuvres, CSgt. T. M. Chacksfield (RM); Cold fish, Ck Y. H. Kwok (HMS Tamar); Cold sweet, CSgt. M. Boulton (RM); Plated poultry, Sgt. J. Kerr (RM). Junior: Cold fish, Mne. S. Atkinson (RM); Cold sweet, Mne. H. Hughes (RM); Avocado, ACK P. Bigley (HMS Osprey); Supply Officers' Event, Lieut-Cdr. B. V. Stoneham (HMS Raleigh); Open cook and serve, LCK E. S. Mavin (HMS Gannet); Young Cook of the Year, ACK M. Wright (HMS Sultan); Best newcomer, Mne. H. Hughes (RM); Prix d'honneur, Ck Y. H. Kwok (HMS Tamar).

Now QARNNS can wear woolly pullies

QARNNS women officers and ratings are required to undertake an ever-increasing range of outdoor activities, including sentry/guard duties, for which outfit/kit scales do not provide suitable clothing.

The Admiralty Board has therefore decided that QARNNS women officers and ratings should be allowed to wear the heavy wool jersey instead of the WRNS blue cardigan and, as a consequence, shoulder badges of the pattern already worn by QARNNS male officers and ratings.

The badges are the detachable, slip-on type, to be fitted over shoulder flaps.

An announcement details the occasions on which the jersey can be worn; also the garments and the occasions on which the slip-on badges will be worn.

The blue cardigan is deleted from compulsory outfits/kits, but will continue to be stocked and may be worn as an optional item on occasions as laid down.

Cheaper court shoe

Cheaper and more comfortable court shoes specially designed for the Services are being issued to women.

Until now they have had to buy black court shoes privately, using outfit or cash grants.

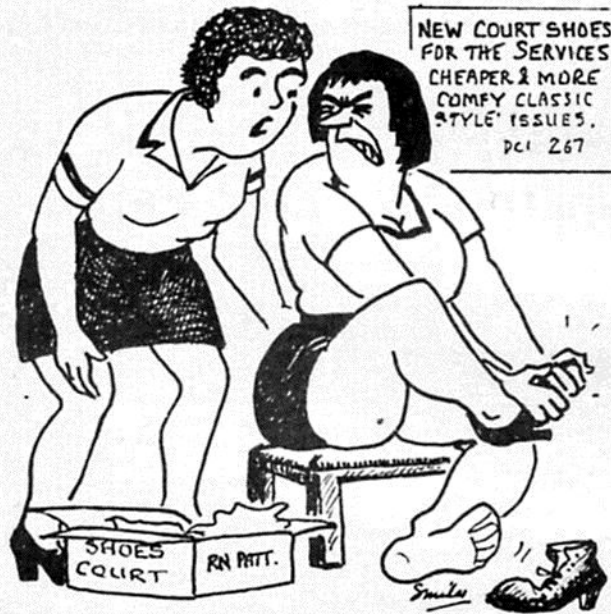
The new Service issue black court shoe has been developed to meet a tri-Service requirement for a good quality shoe to a uniform standard at a much-reduced price compared with similar footwear bought privately.

The shoe is made in a classic style with leather uppers and synthetic sole and heel and will be supplied complete with spare, easy-fit heels.

Details of design, sizing, introductory arrangements, regulations and supply are given.

Women may continue to buy court shoes from civilian sources provided they meet the regulatory description.

DCI(RN) 250/267



"Try them without the spare heels inside."

Insurance slant on exped rules

EXISTING regulations concerning insurance for adventurous training have been re-examined "in the light of the increasing number of participants and the widening of opportunities for expeditions overseas."

It is explained that in general terms MOD accepts legal liability for the acts of those servicemen, servicewomen and MOD civilian personnel who are involved in properly authorised adventurous training expeditions under the supervision of properly qualified instructors.

Such participation carries "duty" status which applies from the moment an expedition leaves its ship, unit or station to the moment it returns on completion of the expedition.

Liability

For aspects where MOD does not accept legal liability, participants are strongly advised to take out appropriate insurance at private expense. Expedition leaders should also be aware that bending or breaking of the normal regulations concerned with adventurous training could result in extra expense to MOD, which might be recoverable from individuals or units.

The announcement spells out many of the details of what is — and is not — covered, and is essential reading for exped. people.

DCI(JS) 121

Engineers 'on the road'

VISITS to schools, universities and polytechnics by the Royal Navy Engineer Officer Presentation Team, formed in July this year, have started.

Purpose of the RNEOPT is to present the role of the RN engineer officer to engineering undergraduates and potential engineers in school sixth forms in order to stimulate interest in a career.

The team consists of two officers and one junior rating and will tour in the Christmas and Easter terms each year, with the remainder of the year being used to update the presentation. The programme for each year will be formulated by the Regional Career Staff Officers.

DCI(RN) 257

Sports cash bid winners

THE RN and RM Sports Control Board, meeting recently, considered applications from various establishments for funds to cover purchase of "capital projects" — the fifth purpose of the Voluntary Sports Subscription Scheme.

As a result of the April increase in the VSS more funds are available, and the following grants were approved:

HMS St. Vincent, multigym, £5,657; HMS Daedalus, indoor cricket wicket and bowling machine, £2,068; HMS Royal Arthur, enclosure for multigym, £3,392; CTCRM, electronic scoreboard, £3,402; RN Hospital Haslar, tennis court floodlights, £6,600; RN Engineering College Manadon, cricket scorers' box, £2,129; HMS Cochrane, carpeting for fitness suite, £2,112; HMS Collingwood, fitness training equipment, £9,164; HMS Heron, sports marquee and two horses, £4,500.

Announcement dated Oct 6

Salvage awards

AWARDS for salvage services by several RN ships are now ready for distribution.

For the incident concerning the yacht Fabulo and HMS Jersey the value of each share is £7.68.

In the instance of the yacht Double Cross and HMS Upton (January 1986) value of each share is £3.61.

Services by HMS Anglesey to the yacht Dumonia (May 1986) results in an award with share value at £6.92.

Announcements dated October 13 and 27

Pension rules revised

EARLIER this year the pros and cons of paying extra money to boost pensions under the new scheme known as additional voluntary contributions (AVCs) were spelt out.

Shortly after issue of the DCI, the Chancellor announced changes to the rules. Now a new DCI provides full details of the scheme as it now stands.

However, the system of AVCs within the Armed Forces Pension Scheme remains unchanged. The changes involve administration of what are known as "freestanding" AVCs.

The announcement again makes clear that it is only people in categories receiving more than what is termed "representative" pay who have the potential to enhance pensions in this way.

This complex topic is again spelt out in great detail and the announcement needs to be studied carefully, and guidance followed, by those interested.

DCI(RN) 122

Only English required

AT PRESENT all artificers whose technical training resulted in award of a Business and Technician Educational Council (BTEC) National Diploma, or acceptable alternative, are qualified educationally for promotion to warrant officer, except for the specific requirement for GCSE English.

It is considered there is ample academic content in all training schedules under which the various types of artificer currently serving have qualified and, therefore, regardless of national qualifications held, all artificers, whatever their origin or trade, require only GCSE English, grade C or above, to be qualified educationally for promotion to warrant officer.

DCI(RN) 305

Get Wise on DCIs

Recruiters need your help

THE DIRECTOR of Naval Recruiting is again seeking RN, RM and WRNS volunteers to serve with the Naval Careers Service for periods of up to three months. They may come from HM ships in home waters, or refitting in UK ports, Service establishments and RM units.

Any volunteers who are loaned will have to be provided on the basis that no reliefs will be available.

"Volunteers should be young, presentable, able to project the correct image of the Service, and be able to talk to young people, and where necessary, parents, about their careers and service experience," says the announcement. "Ideally they should be Leading, Able or Ordinary Rates of any branch or category or Royal Marines of any SQ."

Exceptionally, specially recommended senior rates RN and WRNS and SNCOs Royal Marines under 30 may be considered. Any personnel who have exercised their 18 months option may also volunteer provided they are recommended.

Aware that it is becoming increasingly difficult to spare ratings — particularly senior ratings — for the full three months, DNR also welcomes shorter periods of attachment.

Where possible, personnel selected will serve at the RN and RM Careers Information Offices in or near cities and



"You've heard the one about 'Don't call us, we'll call you'?"

towns where they live. Duties will include attending schools, exhibitions and shows.

DCI(RN) 306

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

Ship husbandry steering group

REDUCTION of the time spent on ship husbandry tasks is being sought to improve the material state of the Fleet, cut costs, improve morale and help manpower retention.

A Ship Husbandry Steering Group has been established to co-ordinate all activities aimed at reducing the husbandry workload. It is chaired by the Deputy Chief Naval Architect.

DCI(RN) 262



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Father Christmas is present for son

SUB-Lieut. Stephen Christmas was disappointed when his father failed to arrive for his "wings" parade at RN air station Culdrose earlier this year.

Cdr. Peter Christmas had been on patrol in the Polaris missile submarine HMS Resolution, of which he was the Commanding Officer, and unable to get away.

But a change of appointment to the Ministry of Defence in London

meant that father Christmas was on hand to accept a second invitation to Culdrose by his son — and this time he made it!

Cdr. Christmas is pictured leaving a Sea King helicopter of 706 Naval Air Squadron after having a flight with son Stephen (top) at the controls.



DJ Simon takes on two POs

PETTY officers Noel Buckley and Craig Wilkin-son nearly upstaged Radio One DJ Simon Mayo when they teamed up to take part in the Breakfast Time "Crew of Two" word association quiz.

After five consecutive "appearances" they had scored 89 points; just one point short of winning the top prize.

Noel said: "It was all good fun and we ended up with a batch of goodies, which included albums and a sweat shirt."

"It was a bit nerve racking for the first day or two but once we got into the swing of things it was fairly exciting."

"We wound Simon Mayo up a bit and generally went along with the chat of the show."

BRAVERY AWARD FOR SIR ANTHONY

ADMIRAL Sir Anthony Griffin, who dived fully-clothed into the Thames in an unsuccessful bid to save a drowning man, has been presented with a Royal Humane Society Award for Bravery.

Hearing cries for help coming from the water near Richmond Bridge, he dived in and spent 30 minutes in the river trying to save a young Jamaican, who finally disappeared and drowned.

Admiral Griffin (68), exhausted from the cold and his efforts, was rescued by P.C. Stephen Potter, who rowed out in a dinghy. He was taken to hospital and treated for exposure.

A former Commanding Officer of the aircraft carrier HMS Ark Royal, Admiral Griffin lives at Bosham, near Chichester. He retired from the Royal Navy in 1975.

Admiral Griffin received the Royal Humane Society's testimonial on parchment from Mr.

EASTON'S MIDDLE EASTERN MEETING

THE FIRST person Lieut. Dick Easton met when he led a visit in the Gulf from HMS Brave to the supertanker British Respect was his son — Darryl.

Darryl had recently flown to join the vessel as part of his four-year engineering training with BP.

Father and son were able to spend time catching up on family news before the BP ship continued its journey to Korea and the Brave returned to her Gulf patrol.

Onward Chris to Soldier

AFTER 17 years with Navy News, deputy editor Chris Horrocks has slipped away from the Senior Service to link up with the Pongos as managing editor of the Army's news magazine Soldier.



Tributes to his major contribution to the paper and congratulations on his promotion were voiced at a farewell event attended by friends and colleagues. Presentations included one from cartoonist Smiles — an illustration of Chris being whisked away by the Foreign Legion to Algiers rather than Aldershot!

Before joining the Navy's newspaper, Chris had two spells with the Portsmouth News group and was also a Fleet Street sub-editor with the Daily Mail.

He is succeeded as deputy editor by Jim Allaway, whose MOD appointments have included several with the Navy, most recently as PRO to Flag Officer Portsmouth, after which he became founding editor of the new MOD house journal, Focus.

Hector Allen, Chairman of Chichester District Council.

Forward surge...

PROMOTION for LMED Robert Curtis came thousands of miles away from his home in Melbourne, Australia. He received his certificate of advancement to Petty Officer MED from Commodore John Tolhurst of HMS Nelson. Robert is serving at the Portsmouth establishment on Operation Sea Surge, part of the Commonwealth exchange programme.

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MOTIFS

OFF TO THE TOWER

A SUMMONSE to the Tower of London was once upon a time guaranteed to leave one feeling distinctly hot under the collar ...

But former Royal Navy chaplain the Rev. Norman Hood was delighted to make the move.

Chaplain to HMS Cumberland in 1956 and later press secretary to the Bishop of London, Mr. Hood has been appointed chaplain at the Chapel Royal of St Peter ad Vincula within Her Majesty's Tower of London.

What's all this then, Captain?

HAMPSHIRE village bobby Pony Moore took a watery beat from Portland to Portsmouth on board HMS Challenger, the Navy's high-technology seabed operations vessel, as guest of Capt. Mark Masterman.

P.C. Moore was able to compare the ultra-modern Challenger with the Royal Navy he knew as a navigator's yeoman and diver 24 years ago.

Capt. Masterman explained: "I invited him along for a trip as an appreciation from all the naval families living on his Meon

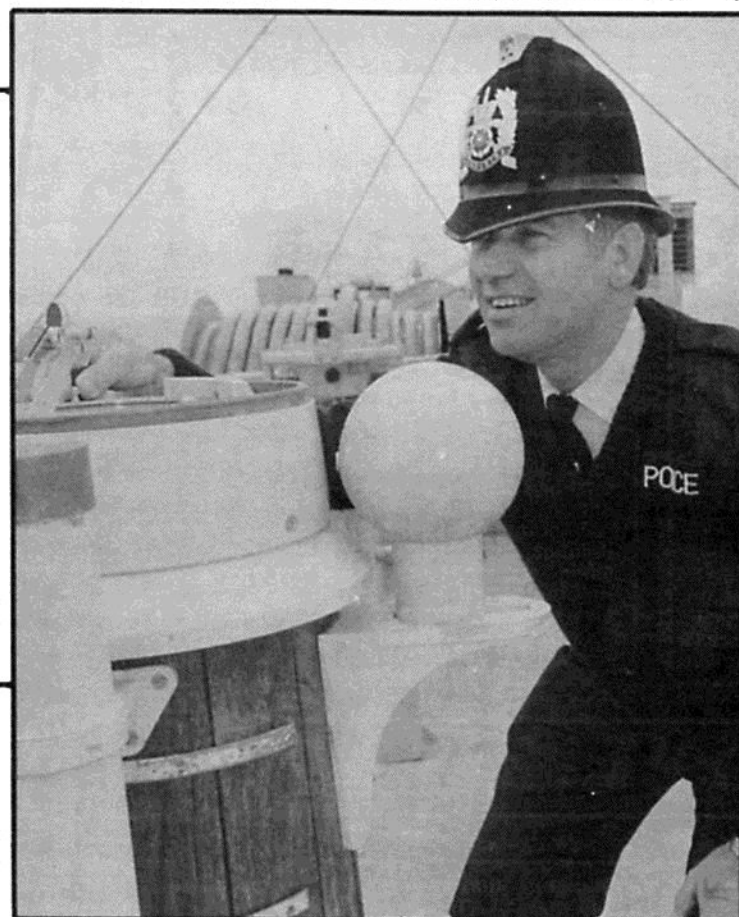
valley beat for whom he provides protection."

P.C. Moore's host on board was the ship's chief "policeman", Master-at-Arms Robert Newell.

As a former ship's diver, P.C. Moore was intrigued to see the ship's diving bell — the largest in the world — the decompression cham-

ber, manned and unmanned seabed exploration vessels, and the computerised dynamic positioning system

Right: Proceeding in a southerly direction ... P.C. Pony Moore gets his bearings again, 24 years after retiring from the Royal Navy.



People in the News



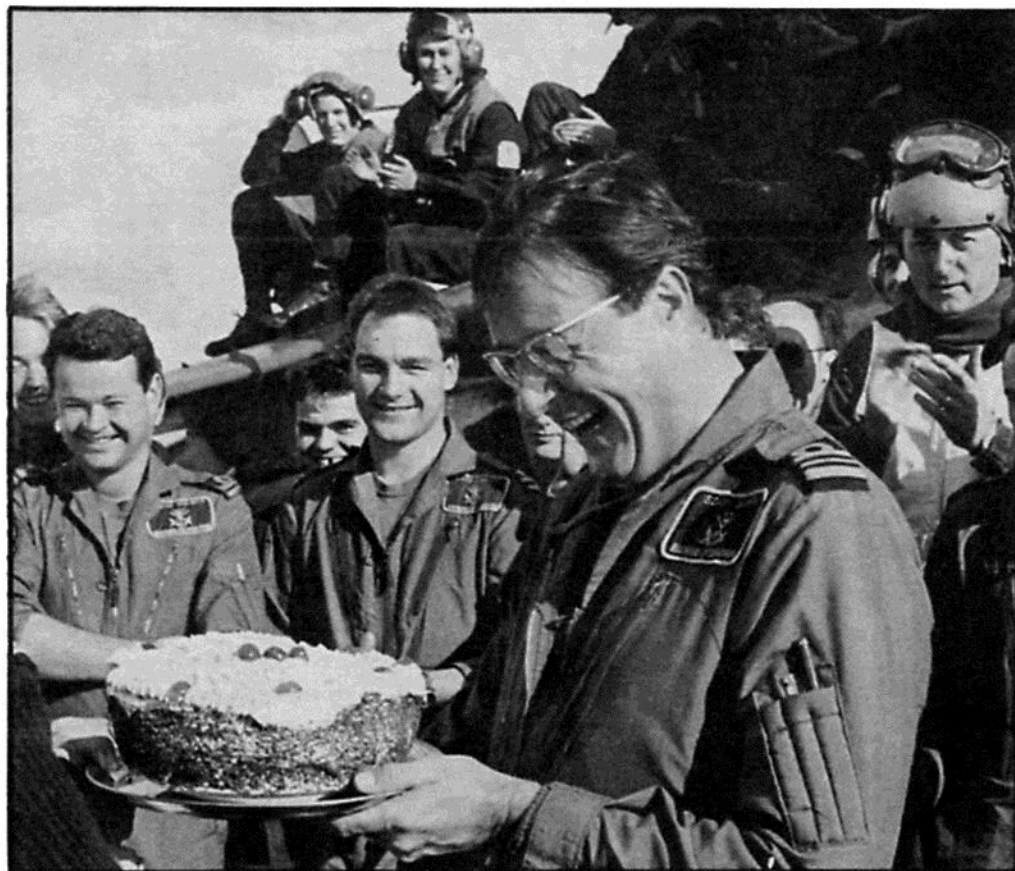
TWINS CAUSE DOUBLE VISION



IDENTICAL twins AEMs Glenn and Warren Newcombe, from Lincoln, present an identification problem for their leadership training instructor, PO Nigel Evans, at HMS Royal Arthur.

Glenn, who is on the left, is serving with 810 Squadron at HMS Seahawk while Warren, also at Seahawk, is with the aircraft maintenance group.

5,000 HOURS? A PIECE OF CAKE



AS 800 Naval Air Squadron embarked in HMS Invincible for the carrier's WESTLANT deployment one of the pilots reached a notable milestone.

Lieut.-Cdr. Mike "Soapy" Watson, the squadron's Commanding Officer, not only celebrated his 42nd birthday but also marked off in his log book his 5,000th flying hour!

He flew Sea Kings, Sea Princes, Hunters and Canberras before converting to the Sea Harrier fighter in 1981.

As he landed on the Invincible, Soapy was met by Capt. Mike Gretton, the carrier's Commanding Officer, squadron officers and the starboard watch of maintainers.

Pictured above: delight registers on the face of Lieut.-Cdr. Watson as he receives a special cake for a double celebration.

Generating good relations

TWO engineers from Portsmouth Naval Base spent a month in the sunny Caribbean passing on their skills to the Jamaican Defence Force.

Lieut. Phil Price (35) and Charge Chief PO John Henbest (38) were tasked with producing a comprehensive maintenance schedule for a giant floating electricity generator operated by the defence force.

It was an enormous job — the equivalent of a year's work for two men.

Lieut. Price said: "The local management has professional expertise but lack of experience of maintaining large marine engineering units."

"It is a very large undertaking and the Jamaicans will continue to compile the working instructions."

Lieut. Price (left) and Charge Chief PO Henbest are pictured inside the floating Jamaican electricity generator.



Joiner puts his best foot forward ...

WHEN Capt. Alistair Ross, Commanding Officer of HMS Edinburgh, welcomed on board survivors of the Second World War ship of the name he was surprised to see a "new joiner" reporting for duty — boots and all!

Former Radar Plotter Bert Jellico, who decided to turn up in Devonport in uniform, buffed up his skills on the surface plot in the Type 42 destroyer's operations room.

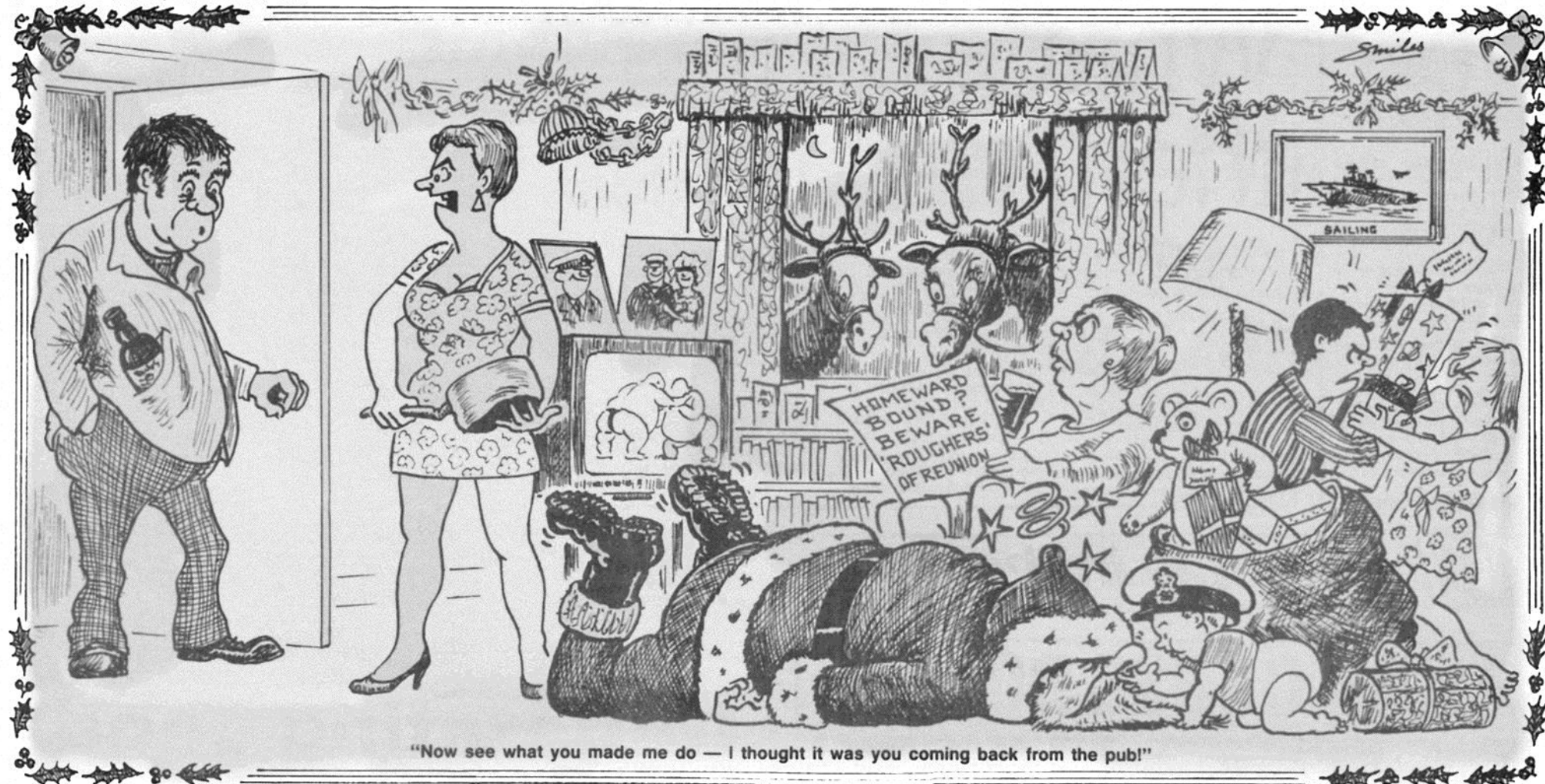
The old Edinburgh men came from as far away as Canada for the visit, which included a tour of the ship and lunch in the hangar. The day was rounded off by a reception given by the veterans for the present ship's company.

The Second World War Edinburgh, a Devonport-based Town class cruiser, was carrying gold bullion from Russia in 1942 when she was hit by a torpedo fired by a German U-boat.

The cruiser was so badly damaged that she had to be sunk by a torpedo from another Royal Navy ship — fired by Midshipman Loram, later to become Admiral Sir David Loram.

Admiring Bert Jellico's boots are (left to right) Mr. Arthur Start, Capt. Ross and the First Lieutenant, Lieut.-Cdr. St. Clair Armitage.





"Now see what you made me do — I thought it was you coming back from the pub!"

NEWSVIEW

Would HMS Unisex waive the rules?

THE question of whether women should serve at sea is debated — often in strong language — at regular intervals. Now, with the notorious demographic trough about to engulf us all, the future employment of the WRNS takes on new significance.

As is widely known, the Navy has been reviewing the question, and it looks like decision time is near. The Commons has been told an announcement is expected "around the end of the year."

Increasingly in recent years Naval Service women have taken on wider general responsibilities, but the inescapable crunch question is whether they should have a role at sea. Press reports have speculated on the possibility of service by Wrens in ships not involved in a combat role. Even if that were so (and we are not privy to any reports or recommendations), it would of course be a radical departure.

Emotive topic

Quite apart from the emotive nature of the topic (for example as this column was being written a letter arrived scoffing at the possibility of HMS Unisex), there are the practical considerations — not least accommodation. Obviously it would need to be provided. But what if it proved superior to that of the men (who are well aware that women now get 9 per cent X factor, compared to their 10)?

Some Wrens may relish the prospect of sea service; not so others who joined not expecting to serve at sea. So would there be enough volunteers, which branches would be involved — and would steps down this path point to eventual integration of men's and women's services?

It is probably an understatement to say that even the most tolerant of wives would be less than enamoured of the idea of women at sea. And, once the novelty had faded, might any disenchantment among the men be a factor in the retention stakes — so defeating any benefit?

Perhaps such thoughts will be among others in the weighing of advantages and disadvantages. In what appears pretty tricky waters many will see the need for some particularly careful and sensitive navigation.

SUCCESS FOR FORCES' EMPLOYMENT ASSOCIATION

Jobs for the boys

THE Regular Forces Employment Association found more than 5,000 jobs for the 10,000 ex-Regular Servicemen and women who registered with it in 1988-89.

This success rate was achieved despite the fact that many of the association's 40 employment officers work in areas where the unemployment rate is between 12 and 15 per cent.

General Sir Jack Harman, the Association President, told the 104th annual meeting: "The placements to registrations ratio showed a three per cent increase and is now 52 per cent — almost ten per cent up on two years ago."

He said the demographic trough during the nineties would produce a shortage of labour in almost all fields. The opportunities for skilled and unqualified ex-Regulars in filling the gaps would probably never be repeated.

But he warned: "Industry and commerce will still search for the skilled man in preference to those who lack qualifications. Unless ex-Servicemen make the effort to acquire these skills, they will not be snapped up by a discerning employer."

"The opportunity is there for ex-Regulars to be assisted in acquiring a skill and so to fill a

vacancy that will be retained after the trough."

Low pay

The General Manager, Major-General Derek Crabtree, reported that employment found by the association was mostly in the service industries.

Security agencies attracted 16 per cent of placements, in spite of the low pay and long hours. Pre-release attachments con-

tinued to be very popular and the number arranged by serving men and women — with the assistance of the employment officers — rose again last year. About 40 per cent were in transport or security.

The Regular Forces Employment Association has branches throughout the United Kingdom. The association's services are free to both ex-Regulars and employers.

Ensign on display

THE White Ensign flown by the aircraft carrier HMS Indefatigable when she steamed into Tokyo Bay to take part in the Japanese surrender in 1945 has been laid up in the church of St. Giles-in-the-Fields, Holborn, London.

Indefatigable was adopted during the war by the then Borough of Holborn and the ensign was given to the Borough in 1946 to remain stored in the archives of the public library.

The recently-formed Indefatigable Association approached the Borough of Camden, which now administers Holborn, asking for the ensign to be formally laid up and put on display.

The ceremony was performed by the Rector of St. Giles, the Rev. Gordon Taylor, a former Royal Navy chaplain and more than 300 attended the service, including members of the Indefatigable Association and the standard bearers of 15 Royal Naval Association branches.

Boxer checks in for refit



THE Type 22 frigate HMS Boxer is pictured entering the newly-extended No. 6 Dock in the Frigate Refitting Complex in Devonport Dockyard.

The Boxer was the first ship to enter the central dock, which has been extended by 12

metres so that the "stretched" Type 22 and the new Type 23 frigates can be refitted under cover. A new sonar pit, funded by NATO, has also been built in the dock.

No. 5 Dock is to have a similar sonar pit and this should be complete by the end of February next year.

Unseen slips away in the dark...

BORN on a murky November morning, HMS Unseen nearly lived up to her name...

But the launch of the second of the Royal Navy's new Upholder class diesel-electric patrol submarines was a significant occasion for Merseyside.

Built by Cammell Laird Shipbuilders at Birkenhead, the Unseen was the first submarine

to slide into the Mersey for more than 20 years. The nuclear submarine HMS Conqueror was launched there in August, 1969.

Lieut-Cdr. Jonathan Powis, commanding officer of the new Unseen, served in the Conqueror during the Falklands campaign.

The 2,400-ton Unseen was launched by Lady Thomas, wife of Admiral Sir Richard Thomas, Britain's military representative at NATO.

Cammell Laird is part of the VSEL Group whose Chief Executive, Noel Davies, said: "The launch of Unseen marks the return of Cammell Laird to the field of submarine building and emphasises the VSEL Group's unique position as the only UK builder of submarines."

Upholder class submarines are the first conventional boats to be built for the Royal Navy for more than 20 years, replacing the highly-successful Oberon class.

Nuclear-style

It is expected that a class of about ten will be operating from the submarine base at HMS Dolphin, Gosport by the end of the 1990's. More than £70m. has been spent on new support facilities at Dolphin and many courses for the men who will man the new boats are already under way.

The Upholders have a nuclear-style configuration. They are designed to be effective against the threat from other submarines, for coastal surveillance and reconnaissance mis-

sions and covert landing of troops.

Much of the advanced technology developed from the nuclear-powered Trafalgar class submarines has been incorporated in Unseen.

Her six tubes will be able to fire wire-guided torpedoes, submarine-laid mines, and sub harpoon "air flight" anti-ship missiles.

Use of increased automation and new technology will allow the Navy to cut the boat's complement from 70, in the existing Oberon class, to just 47.

● HMS Upholder, launched in December 1986, is expected to be delivered next summer.

Radio ham

THE radio station on board HMS Warrior, Portsmouth's Victorian ironclad, has had a visit from a Russian radio ham. Igor Khurastev, a 27-year-old electronics technician, had permission to use British amateur stations under supervision during his stay in the UK and was welcomed by Fareham Amateur Radio Club — who sometimes broadcast to the USSR from the ship.

IN BRIEF

IT was back to school for 25 members of the Portsmouth Retired Naval Officers Association when they visited HMS Sultan, the Royal Naval Marine Engineering Training School at Gosport — now one of the largest in Europe. Many had served there, or at its predecessor, the Naval Air Station HMS Siskin.

WHILE on holiday in Cornwall a group of Chelsea Pensioners spent a day at RNAS Culdrose to see how the largest helicopter base in Europe operates — and took up an invitation to inspect Sea Cadet divisions held at the fire training grounds.

A WOLSELEY 6/80 engine and gearbox, as used in police vehicles in the early 1960s, has been restored by members of 861 Artificer Apprentices Course at the Royal Navy Marine Engineering School at HMS Sultan, Gosport. It will now be used for instruction at the police driver training school at Netley.

THE SHIP'S bell from the World War II frigate HMS St Helena — formerly the USS Pasley — has been taken to St Helena by the island's passenger cargo vessel — the RMS St Helena. It will be installed in a new church at Ruperts Valley.

ALL members of HMS Dolphin's Volunteer Cadet Corps

Warm welcome for carrier

THERE was a traditional American welcome for the aircraft carrier HMS Invincible when she arrived in Wilmington, North Carolina.

For there to greet her were cheer-leaders, a High School band and a US marines guard.

After two and a half months at sea taking part in anti-submarine exercises in the North Atlantic, this was the ship's first visit since she completed her extensive re-fit. And during her nine-day stay over 30,000 people visited the ship.

One particularly happy group to enjoy a tour were the Brownies from the 472nd Coastal Carolina Troop of Girl Scouts.

The warmth of the welcome and interest in the ship overwhelmed the ship's company.

And in return for the hospitality shown, the Royal Marines Band performed an open-air concert at the Riverside Park, Wilmington.

earned their one star canoeing badges at their annual camp at Windermere — proving their worth in another field after winning the 1989 Cadet Field Gun Competition at Whale Island, Portsmouth.

HMS Scotia's new medical centre at Pitreavie, staffed by two doctors and nurses and a dozen Medical Support Assistants under training, was opened by Captain Medical Training (Reserves), Surg. Capt. R. J. Berry.

A plaque at Bath Guildhall to mark the 50th anniversary of the Admiralty staff move to the city from London at the beginning of the Second World War was unveiled by First Sea Lord Admiral Sir Julian Oswald and Defence Permanent Under Secretary Sir Michael Quinlan.

AFTER completing NATO exercises last month, HMS Edinburgh returned to Devonport — the first time a ship of that name has visited the base since 1939 — and welcomed aboard members of the South Western Area Survivors and Shipmates Association.

The original HMS Edinburgh was sunk on May 2, 1942.

GUEST of honour at the rededication of Devonport-based HMS Battleaxe was Lady Audrey Callaghan, wife of the former Prime Minister.

Lady Callaghan launched HMS Battleaxe in 1977 and commissioned her in Devonport in 1980.

The White Ensign of the aircraft carrier HMS Indefatigable has been laid up in the church of St. Giles-in-the-Fields, Holborn.

Wartime skipper watches launch

Capt. Michael "Tubby" Crawford, who won the DSC and bar while commanding the Second World War submarine HMS Unseen was there to watch her successor glide down the slipway.

He commanded Unseen with distinction in the Mediterranean in 1942 after serving as First Lieutenant in HMS Upholder, the famous boat whose Commanding Officer, Lieut-Cdr. David Wanklyn, was awarded the Victoria Cross, DSO and two Bars.

Unlike Upholder, which was sunk in April, 1942, the Unseen survived the war and was broken up in 1949.



Poles apart — but not for long

THEY come from all points of the compass to join the Navy.

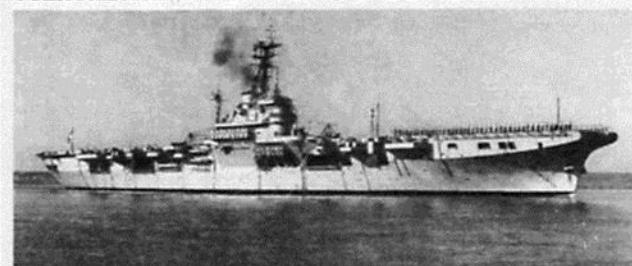
But the great north/south divide moved a little closer when HMS Endurance, The Royal Navy's ice patrol ship, welcomed aboard two new arrivals.

For joining the ship at Portsmouth on the same day were AB Dean North, from York, and Std Alex South, from Peterborough.

Now the two men are heading in the same direction as HMS Endurance sets off for a six month tour of the Antarctic.

And with the festive season well on its way they'll be celebrating Christmas Day in Grytvi-ken, South Georgia.

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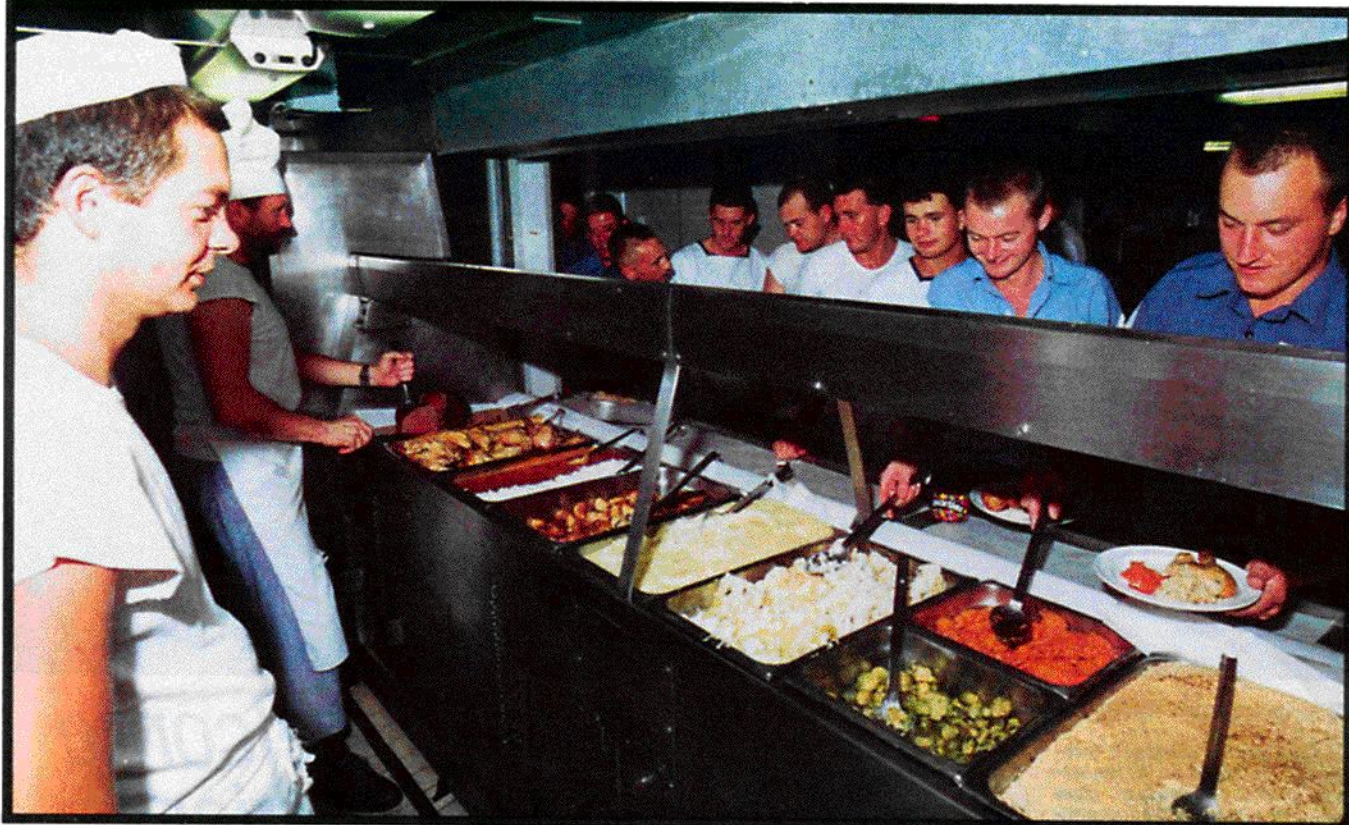
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ABOVE: Cook "Spud" Murphy (left) surveys his handiwork while Leading Cook "Polly" Perkins carves the joint on the counter. Looks of mouth-watering anticipation show that roast beef and all the trimmings is popular — even in the heat of the Gulf.

RIGHT: A spot of careful folding as order is restored in the Beaver's flag locker. RO(T) Jimmy Shires is enjoying his first sea time since completing basic training last August.

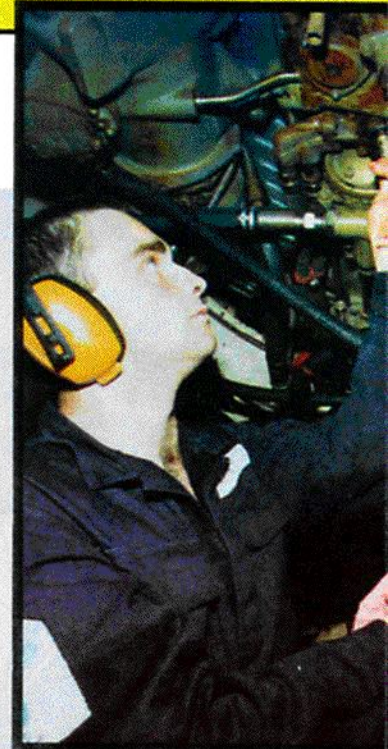


Everything must be as spotless as a new pin when Beaver enters harbour. A bosun's mate scrubs the gangway side screen as the frigate nears port.



LEFT: "Going front line" — the Beaver's Seawolf missile team prepares to load the launcher.

BELOW: The Gulf may not be so hazardous today — but nothing is left to chance as the Beaver's Operations room team presents the surface picture to the command. Nearest the camera is S (R) Andrew Edwards, the picture supervisor.



Down in the engine room LMEM Hogarth checking Magchip detectors for gas t

EACH Christmas finds a number of RN ships at sea, several in the United States and the ship's vessels.

Although tension in the Gulf has reduced, the commitment continues.

Featured here are pictures from the Tyne group which will be spending Christmas

They show that, although the Gulf is certainly on patrol there in 1988, a presence remains — and, in particular, to uphold navigation — and, in particular, to uphold reassure shipowners that assistance is a

ABS FRIE

Christmas away-

WHETHER their ships are at sea or alongside, Christmas will be celebrated in appropriate style by men of the ships currently involved in Armilla patrol duty.

HMS Beaver, for instance, plans her festivities alongside following duty which has seen her become the first RN warship to visit Kuwait in the northern Gulf for 10 years.

Busy too have been other ships of the group, although they have not met up since sailing from Gibraltar on outward passage in the autumn. HMS Manchester looks forward to being alongside, while it falls to HMS Coventry's lot to be duty ship and at sea at Christmas, with the group chaplain embarked to lead the religious celebrations.

The Beaver's recent ports of call included Abu Dhabi before the Kuwait visit.

Because of the continued possibility of drifting mines, a mine watch team closed up and the ship's helicopter increased surface search surveillance during the northerly transit.

Warm water

At wealthy Kuwait many members of the ship's company visited local oil company installations. Others went to a major dairy (where there were ice cream gifts) and some to the Entertainment City complex.

There was much expatriate hospitality, and

plenty of sports, sailing and waterskiing in the water, considering the weather from war damage.

The Beaver was last in East Africa after busy initiating 1000 in the Red Sea. A seldom-practised plan on entry to the Gulf returned by shore-based.

To follow was a visit to Mombasa, joined by about 60.

Further visits planned for Goa, and Dubai. The Christmas, when off company dinner in

Edu

In the New Year up with other ships in time since leaving the Red Sea. The Red Sea.

Meanwhile life on range of recreational flying competitions; flight deck fair, sports (Beaver Broadcasting evening, with various senders bringing news of the day's activities up").

An education pro

ships away from home, this year's tally including
s of Group Uniform, the current Armilla patrol

ed and a more flexible system of operation is

pe 22 frigate HMS Beaver, one of the current
far from home.

ainly not as tense as when the Beaver was last
ains to ensure the maintenance of freedom of
d the safety of British merchant shipping and
at hand if required.

SENT ENDS

-at sea and ashore

ling, surfing, diving
surprisingly clear warm
the potential pollutants

ter visiting Dar es Salaam
King Neptune had been
new recruits into his king-
etised 21-gun salute was
the port, expected to be
ased Howitzers!

self-maintenance period
where the ship was being
wives and girl friends.
anned included Bahrain,
the ship is due alongside at
icers will serve the ship's
time-honoured fashion.

Education

the Beaver is due to meet
in the group — for the first
Gibraltar. On the home-
es to send a party to the
while on passage up the

board includes a whole
pastimes, including kite
clay pigeon shoots; and
sports, and barbecue. BBC
g Corporation) runs every
us ship's company pre-
s, views, and a round-up
es (including a few "send
gramme is in full swing,

with 40 of the ship's company studying GCSE
and A levels via correspondence courses, and
another 20 GCSE Maths and English students
taking lessons on board — all aiming for the
March 1990 examinations.

There is also much keep-fit and weight
training.

Fund raising has flourished, with over £500
raised so far for the ship's own charities. But
the major activity centred on a 100-mile relay
race round the upper deck by the RM detach-
ment, running in pairs on full combat fighting
order.

Exhausting

It was a magnificent achievement, com-
pleted in 15 hours in exhausting temperatures
of 28-35 degrees C. This, together with spon-
sored hair and beard shaving competitions,
raised nearly £1,800 for the RM Deal Fund.

One of the other group ships, HMS Man-
chester, was involved in rescuing ten men
from a cargo ship off Oman, as reported last
month (with pictures page 29 this edition).
Later the Manchester visited Bahrain to help
celebrate Trafalgar Night with the Bahrain St
George Society.

The Manchester is due in the Far East over
the Christmas period, and many families are
flying out to visit.

HMS Coventry, having completed a period
with NAVOCFORMED, will be at sea as duty
ship at Christmas before heading further East.

All the group activities have been ably
supported by RFA Orangeleaf.

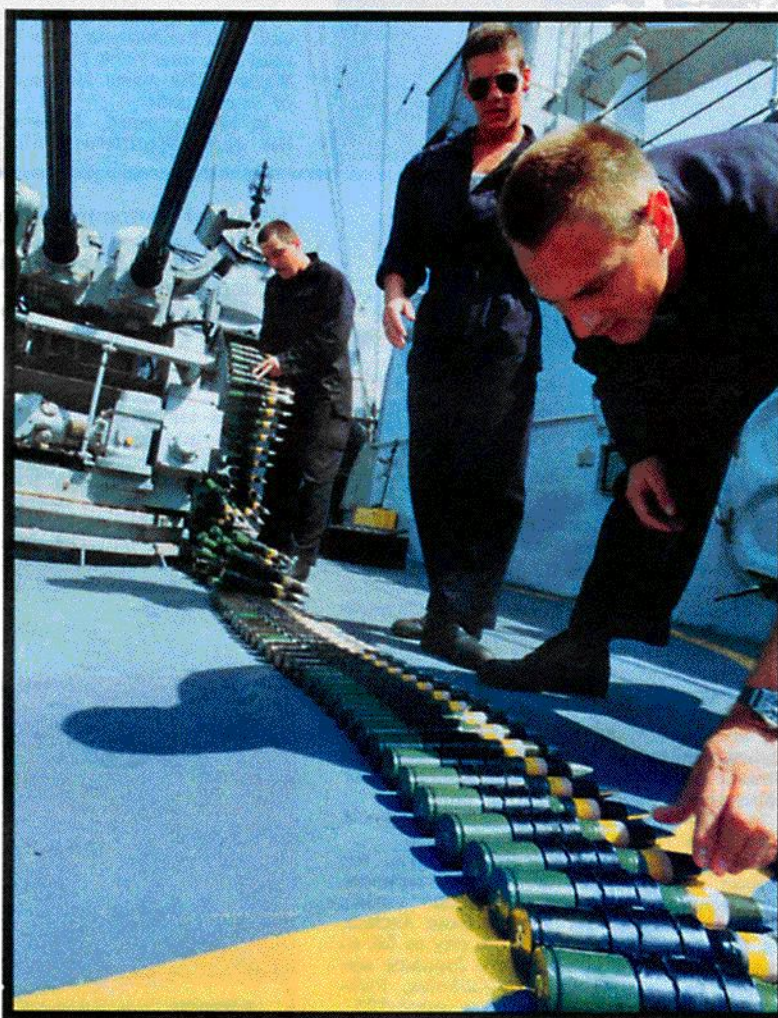


(M) Sils Silsby and MEM (L) Hoagie
looking through one of the Beaver's Olympus
turbines.



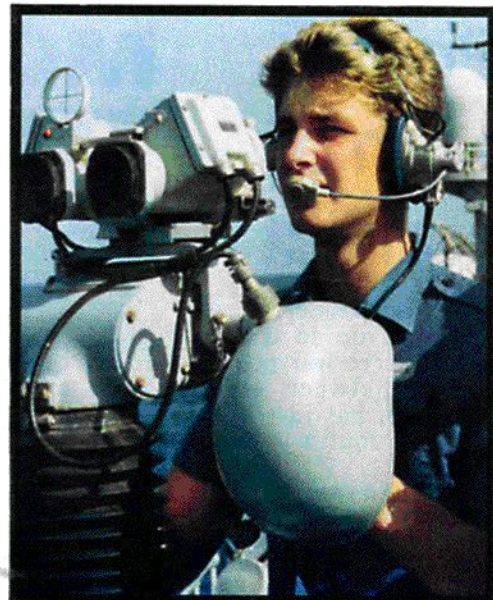
RIGHT: You can find a use for every inch of space on
board a warship. Here, the Beaver's tough guys pump
iron in a corner which is just large enough to accom-
modate the weight training equipment.

BELOW: MNE Bastyan, of the Beaver's Royal Marines
detachment, on the port 20mm gun setting the sights
ready for action.



ABOVE: We all belong to the same team.
The Type 22 frigate HMS Beaver and the
Royal Fleet Auxiliary support tanker Oran-
geleaf sailing together in the Gulf.

LEFT: Let's make sure we've got the count
right, says the 30mm gun crew as they
load the port battery.



RO(T) Spike Hughes demonstrates tradi-
tional skills as he transmits replenishment
at sea signals.

Pictures by LA(Phot)
Wayne Humphreys
Fleet Photographic Unit



POMPEY'S PRIDE OF PLACE



THROUGHOUT centuries of good and bad times Portsmouth has had a special place in the hearts of a multitude of sailors.

Her naval heritage is today enjoyed by visitors from all corners of the world who flock to see Nelson's Victory, the Tudor warship Mary Rose, the superbly restored Victorian battleship Warrior and the rapidly-expanding Royal Naval Museum.

Sleek destroyers and bulky aircraft carriers, as well as NATO warships entering and leaving the harbour, remind visitors that Portsmouth remains an important naval base... the home of the Royal Navy.

The city's close association with the Navy is chronicled in a new book by John Winton, *The Naval Heritage of Portsmouth*.

In his foreword, Admiral Sir John Woodward ob-

serves, "It is no hard-nosed, commercial connection... but something much deeper than that, richly based through shared good times and bad."

Portsmouth has always been a sailors' town, although this is not so evident today as it was when thousands of men flocked from the mighty fleet to spend their money in the ale houses and shops.

Not everybody felt as highly about Portsmouth as Admiral Woodward does today. Nelson called it "a horrid place" and Pepys described the men as "the most debauched, damning and swearing rogues that ever were in the Navy".

A retired Lieutenant-Commander and author of more than 40 books, John Winton traces the history of

the Navy in Portsmouth from King Alfred's sea battles with the Danes to the Falklands War.

He does not overlook the price paid in loss and grief. "A stricken town" said the newspaper headlines after Jutland. And the loss of HMS Sheffield with 21 of her ship's company off the Falklands in 1982 was as great a loss of the city as it was to the Task Force.

For all those fascinated by the story of the RN, John Winton's well-documented study is well worth a place on the bookshelf. Ensign Publications price £12.95.

RB

Left: Portsmouth Point by Thomas Rowlandson (Portsmouth Museums Service), an illustration from *The Naval Heritage of Portsmouth*.

Poetry born of conflict

THE Salamander Oasis Trust, set up to collect and preserve war poetry written between 1939 and 1945, has just published its fourth volume of verse.

More Poems of the Second World War features some work from established writers but comes mainly from ordinary men and women of all three services.

The anthology is often provocative and disturbing, at times funny, coarse and terribly poignant. The standard of poetry varies from brilliant to average but it is hard to find a more powerful expression of human experiences in wartime.

(Published by J. M. Dent & Sons, price £5.95). RW

MOVIES GO TO WAR...

OPERATING a private camera on board RN ships during the Second World War was forbidden, although inevitably unofficial pictures of important scenes were taken and eventually emerged.

Rarer still were movie cameras, yet at least four serving officers are known to have operated cine equipment on board, probably as a "blind eye" was turned. The colour collections of two of them form the basis of the fourth — and first colour — video in the Episodes of the Royal Navy series.

Shot from HM ships Nelson, Kent, Ivanhoe and Laforey, there are sequences of several famous episodes, including the interception of the Altmark by HMS Cossack and operation Pedestal. These are tantalisingly brief, but the fortuity is that they are available at all.

There is action footage in plenty and events like concert parties and crossing the line rituals are not forgotten. Picked at random, there is film of the Warspite, Barham, Rodney, Ilustrious, Renown, Ark Royal,

Eagle, Fearless, Manchester and Cairo.

Colour Camera at Sea WW2, was devised and produced by Roland R. Smith. Like others in the series, it is available from Naval Video Time Capsules (details in advertisement in this edition).

A-Z of WWII

ELIZABETH-Anne Wheal, Stephen Pope and James Taylor have together compiled *A Dictionary of the Second World War*.

In an accessible style, the authors analyse the components that shaped the world's greatest conflict, from Aachen, the first German city to fall to the Allies, to the Japanese aircraft carrier Zuikaku. Published by Grafton, price £25.

FANS of cartoonist Mike Peyton will be pleased to know his tenth biennial collection — *Home and Dry* — has been published by Fernhurst at £7.95 hardback.

□ □ □

For a hundred years Caird and Rayner-Bravac Ltd, Watford, has produced desalination equipment and various water treatment systems for the Royal Navy and other navies of the world. To celebrate the centenary the firm has published an illustrated history, *Water Under the Bridge*.

□ □ □

Modern Shipping Disasters 1963-1987 is Norman Hooke's follow-up to Charles Hocking's classic, *Dictionary of Disasters at Sea*. Published by Lloyd's of London Press, the new volume

Books In Brief

details the losses, merchant and naval, of some 6,000 vessels. It costs £39.95.

□ □ □

Sandbags and Tilley Lamps is a tri-Service collection of short stories and anecdotes covering military life from the '20s to the Falklands Campaign. Including several car-

toons, the booklet costs £2.32 and is available from its compiler, Sgt. Cecilia McAteer WRAF, SNCO 1C P1, RAF Wyton, Huntingdon, Cambs. Add 52p postage for two copies, 65p for three and 90p for four. All proceeds to the Royal Star and Garter Home.

□ □ □

ITN defence correspondent Geoffrey Archer has set loose a deranged Royal Navy officer in command of a nuclear submarine in his latest thriller *Shadowhunter*, published by Century at £11.95.

A second RN commander is despatched by Whitehall in a second submarine to find and stop his unhinged friend

It's only rock 'n' roll but I like it!

JUMPIN' Jehosaphat! It's Jerry Lee Lewis and *Great Balls of Fire!* While film biographies have already been made about such early — but now late — rock stars as Presley, Holly and Valens, of Jerry Lee is the first to be so distinguished while still on two feet.

As played on a note of relentless, frenzied energy by Dennis Quaid, he comes across as a likeable, determined and pig-headed character who, in retrospect, inevitably lent a hand to his career foundering on the rocks in no time flat.

As it was, he engineered his own misfortune by marrying a 13-year-old cousin (played charmingly by Winona Ryder) and clumsily trying to conceal the fact.

When the story came out during a tour of the UK, Jerry Lee's fall from grace was swift and spectacular.

The film is an entertaining, revealing look at the popular music scene in the days before, as Jerry Lee said elsewhere, "the Limeys took the roll out of music and just left the rock".

The Kiss sounds like the title of a romantic novel: not so. When a glamorous aunt turns up on the doorstep of one of those idealised American families, only the teenage daughter senses that something's amiss. A series of bizarre deaths brings the few surviving cast members around to her point of view.

It's good, old-fashioned

grand guignol with the twist that, in the person of Joanna Pacula as the aunt with the sinister secret, monsterdom has never seemed so attractive.

Then there's *The Karate Kid 3*. This time our hero

Screen Scene

faces two sorts of danger; one is moral, in that he begins to show signs of pride and arrogance, and the second is physical, as a character from the original movie returns to seek revenge.

It's the same mix of action and sentimentality that made the first two pictures such big hits. It must be said, however, that Ralph Macchio is now looking distinctly chubby, to the extent that his oriental mentor might well consider a spot of Zen-like self-denial to be in order — unless, that is, the film makers are laying the groundwork for *Karate Kid 4*.

Last of this month's quarter of 16mm releases is *Cocktail*, in which Tom Cruise and Brian Brown turn the business of bar-keeping into performance art. The story turns on the friend-

ship/rivalry between the two men and their problems with various ladies, notably the admirable Elizabeth Shuh.

The chief novelty is the film's bar-room setting, although anyone seriously in search of a drink would surely recoil from the antics of Messrs Cruise and Brown and head off to the nearest off-licence.

Christmas — "that annual conversion of one's customary indifference to others into active hatred" (Philip Larkin) — and *Scrooged* is now out on video. It is a comic adaptation of the Dickens story, in which Bill Murray plays a TV producer very much of a Larkinesque persuasion, who, by the film's end, is showering gifts on his fellows and leading community sing-songs.

Alas for good works, the character is much more fun when he's being nasty than when he's being nice. Also released on video in time to add its quota of seasonal cheer is *Who Framed Roger Rabbit?*, the Disney/Spielberg combination of cartoon and live action which has enjoyed success and acclaim wherever it's been shown.

— Bob Baker

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Fond of Bond?

AUTHOR James Gardner, who has taken on the mantle of Ian Fleming, has returned James Bond to the Royal Navy for his latest adventure *Win, Lose or Die*.

Newly promoted to Captain, Bond joins HMS Invincible as minder to a phalanx of British, American and Russian admirals. Slog-eyed First Officer WRNS Clover Pennington and perfectly-formed Nikki Ratnikov keep him on his toes; not to mention the terrorist organisation BAST.

And somehow Bush, Gorbachev and Thatcher end up on a neat row of camp beds in the Invincible, severely shaken but not stirred. A fast-moving, convoluted plot presents all the excitement we've come to know and love with 007. Published by Hodder and Stoughton, price £11.95 hardback.

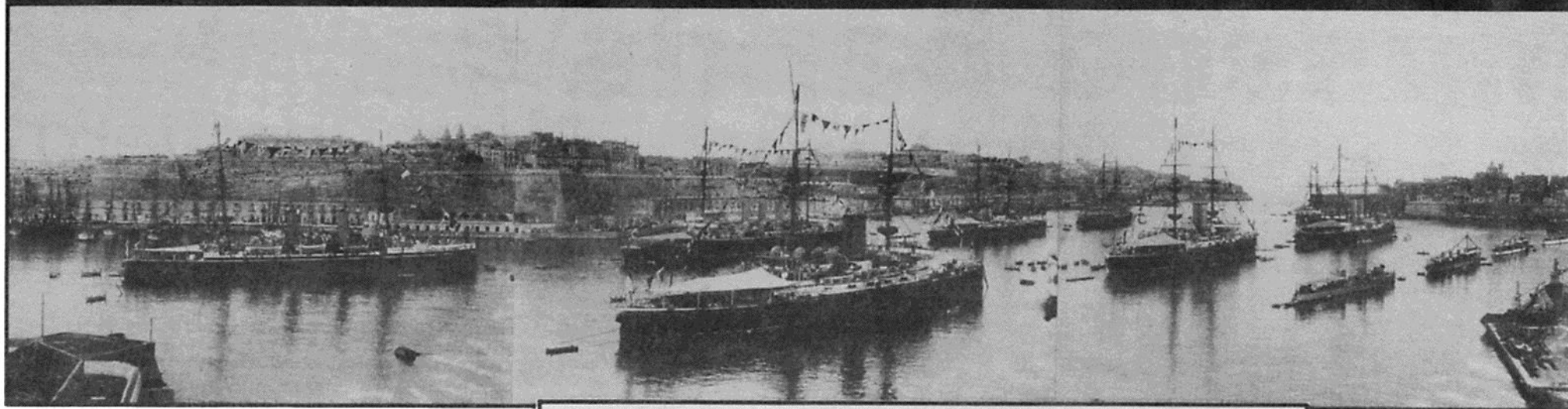
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Victorian Malta and the Royal Navy



Shattered peace

FORMER diplomat James Cable made his name with a book on gunboat diplomacy.

His latest work, a slim volume entitled *Navies in Violent Peace*, addresses the wider employment of navies across the spectrum — from total war at sea to piracy.

These matters are now very pertinent as we reassess the threat from the Warsaw Pact and focus more on the worldwide issues.

This book is not as cogent as the author's earlier classic but is nevertheless a thought-provoking read. (Published by Macmillan, price £29.50). RW

MALTA has a special place in the history of the Royal Navy and thanks to a family of local photographers the development of that link has been recorded over the years.

The Royal Navy at Malta, Volume One — The Victorian Era 1865 to 1906 is a compilation of photographs from the collection of Mr. Richard Ellis, grandson of the original Mr. Ellis who set up as a photographer in Malta in Victorian times. The family has been clicking away ever since.

Positioned athwart the sea lanes of the Mediterranean and also on the routes to the East once the Suez Canal had opened, Malta was one of the Royal Navy's main bases for over a century. The Channel Fleet often exercised

there and the island was always popular with sailors.

The book's historic plates show the variety of ships which called in at Grand Harbour and Sliema Creek. Lieut.-Cdr. Ben Warlow RN, has researched the plates, which include some really quite obscure photographs.

The book is priced at £19.95, which includes UK/BFPO postage (overseas add 10%). Free with the first 300 copies is the panoramic view (above) of the Royal Navy's Mediterranean Fleet in Grand Harbour in November 1902.

Stories of the oceans

A LONE survivor on a raft is ecstatic when a sailing vessel hoves into sight and after a struggle he manages to climb aboard. But the ship's company are all dead men and the log reveals the new horror of the man's plight...

This short macabre mystery is one of 63 classic pieces — stories, real-life dramas, narratives and selections of novels — in American Brandt Aymar's anthology *Men At Sea — The Best Sea Stories of All Time*.

From Herodotus to Joseph Conrad, the Odyssey to Kon-Tiki, St. Paul to Robinson Crusoe, from Christopher Columbus to Captain Ahab — the scope is almost as wide as the oceans themselves.

Some of the earlier literary styles make heavy weather for the reader but this is still a remarkable treasury covering all aspects of man's endeavours, adventure, conflict and misfortune on the high seas. (Published by Barrie & Jenkins, London, price £14.95). RW

MOUNTING THE WAR MACHINE

IT is hard to imagine that anything new can now be revealed about the Falklands Campaign — the bibliography in the latest book on the subject attests to at least 32 having been written so far, not to mention other publications!

The selling-point must be in the selection and presentation of material and there is some merit in producing a digest in handy reference form.

Author Derek Oakley, former Royal Marine and past editor of *The Globe and Laurel*, has produced such a work. *The Falklands Military Machine* is a compendium of data about the military and naval units involved in the war and includes a broad brush treatment of the campaign itself.

A new slant on a well-worn subject and a few fresh pictorial images may well commend it to aficionados of Falklands literature. (Published by Spellmount Limited, price £19.95). RW

THE JACK AND ENSIGN



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At Your Leisure



Understanding Blake's vision

A REVOLUTION IN NAVAL WARFARE

AMONGST the English admirals, Drake, Blake and Nelson, Robert Blake is the least well-known. His name is celebrated within the Royal Navy but how many people can pinpoint his place in history in comparison with the popular heroes of the Armada and Trafalgar?

A new book by Michael Baumber, *General-At-Sea: Robert Blake and the Seventeenth Century Revolution in Naval Warfare*, is a scholarly but readable study of the unsensational era that paved the way for Britain's supremacy at sea in Nelson's time.

Robert Blake, a modest, conscientious Puritan who steered clear of women all his life, had none of the swagger and recklessness of Drake nor the charisma of Nelson.

He was first and foremost a soldier who had distinguished himself fighting for Cromwell in the English Civil War. In fact there is no record that he had ever commanded a ship, let alone a man-of-war, before being appointed as one of the first three Generals-at-Sea of the Commonwealth Navy in 1649.

Blake learnt rapidly as he went along and it was a bruising apprenticeship in many a hard-fought battle against the experienced Dutch Navy, under the command of brilliant men like De Ruyter, De With and Tromp.

The arrival of his squadron at the Battle of the Gabbard 1653 clinched victory and ended the First Dutch War, but it was the superiority of British gunnery rather than seamanship that told in the end.

Blake's achievement was to mould the Navy to the Commonwealth cause. He was firmly a republican and had the common touch. He was sympathetic to the needs of seamen and held out against the Council of State for an improvement in their pay and conditions after the humiliating defeat at Dungeness in 1652.

But he was also a strict disciplinarian and dismissed four of his captains for deviating from an agreed strategy in battle.

Wayward

Several more times did he frap down his wayward captains, holding them down to a unified action rather than allowing them to go off in search of individual prizes and glory.

Indeed, the author argues it was mainly due to Blake that Nelson, half a century later, could rely on the loyalty of his own captains and treat them as his 'Band of Brothers'.

Blake is also credited with instituting the Articles of War and the Fighting Instructions which laid down guidelines of discipline, tactics and firepower for the great age of sail that followed.

The man whom Clarendon called 'the copy of naval courage' spent his last years at sea blockading the Spanish treasure fleet, where he developed exemplary qualities of patience and restraint, with the ability to act quickly and decisively

where necessary.

The blockade of Cadiz and the attack on Tenerife were almost perfect in their execution and held down the Spanish fleet for two or three years.

Blake died before he could

reach English soil and was buried with all honour and circumstance — things of which he would probably never have approved. (Published by John Murray, price £17.95).

RW

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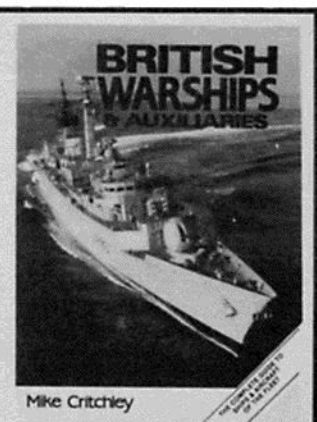
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Mike Critchley



Massed bands defy Deal bombers

IN defiance of the Deal bombing, the massed bands of the Royal Marines, under the direction of Lieut. Col. J. M. Ware, played better than ever at the Royal Albert Hall.

The occasion — the biennial reunion of the Royal Naval Association, whose members have already raised almost £20,000 for the School of Music Relief Fund.

From the first fanfare of silver trumpets to the Grand Finale, it was a feast of music provided by the Band of Commander-in-Chief Fleet, under the baton of Capt. M. R. Goss; the Band and Silver Fanfare Trumpets of the RM School of Music; the Corps of Drums; and organist, Lieut. R. R. Starr RM.

Before the concert began, the president of the association, Admiral Sir Desmond Cassidi, welcomed the guests — the principal being Admiral Sir Jeremy Black, Commander-in-Chief Naval Home Command, who was warmly received by shipmates, including many from overseas branches.

Admiral Black commended them for the way they continued to care for those no longer able to fend for themselves and praised the brand of comradeship which membership of the RNA bestowed.

Retirement

The president then thanked reunion organiser, vice-president Alf Wootton and praised his efforts over the years which had made it such a huge success. Shipmate Alf retires this year.

There was an award to Guildford branch to mark its Golden Jubilee, then to the roll

of drums and the blaze of trumpets it was 'Curtain up' time.

Highlight of the first half of the concert was a musical tribute by the massed bands to mark the 325th birthday of the Royal Marines. This took the form of a series of marches, quick, slow, bugle and regimental, which were a delight to watch as displayed by smart, white-helmeted bandmen in the arena.

Evergreen

This combination of superb musicianship and marching skills — a fitting tribute to the Corps — was followed by a song recital by Lieut.-Cdr. Herb Edwards of HMS Collingwood. His selection of songs, including the evergreen 'Girls Are Made to Love and Kiss', put shipmates in a happy mood for the interval.

The second half of the programme opened with an affirmation of the association's strength. Over 140 branch and area standards, led by the national standard, carried by Shipmate Bob Williams, were paraded.

It was a scene of unabashed pride, as much for the standard bearers as their fellow ship-

mates in stalls and balconies, who cheered so loudly that the famous glass dome of the Royal Albert Hall was in danger of leaving its moorings.

In sharp contrast was the stillness which fell on the packed house when the massed bands gave a splendid interpretation of the Battle of Stalingrad, with commentary by Mr. John Dunn of BBC Radio Two.

Musically it was a tour de force. A story primarily of men who fought to the end, of horrendous destruction and human suffering brilliantly conveyed by the instruments of the band which at times seemed to weep in compassion, then thunder and exult.

But there were many lighter moments, too, in the evening's programme. The percussion section of the band broke ranks and had the audience rocking in the aisles as they hung out a line of washing while continuing to bang, rattle and abuse the instruments at their mercy.

Soloist

Cdr. Herb Edwards, the tenor soloist, accompanied on the piano by Cdr. Ron Bramhall, also of HMS Collingwood, brought the curtain down in

Proms-style, as he led the audience in the association's song 'Give' and a lively rendition of 'Rule Britannia'.

A short prayer service was conducted by the Rev. Barry Hammett RN, after which it was time to dance to the music of 'Rob' and enjoy cabaret time with Shep Woolley.

Silence

Though shipmates, wives and friends danced until the small hours in an atmosphere as salty as the sea and awash with laughter and sailor's banter, there was a big turn out on Sunday morning for the association's parade and wreath-laying ceremony at the Cenotaph in Whitehall.

Led by the massed bands of the Royal Marines, hundreds of shipmates proudly marched down Whitehall with over 150 standards led by the national standard fluttering in a stiff breeze.

In silence at the Cenotaph they paid tribute to fellow shipmates who died in war or who had survived and had since 'Crossed the Bar', with special thoughts for the young RM bandmen and those bereaved by the Deal bombing.

Dr. Clark — unsung hero of Trafalgar

AS shipmates celebrated the anniversary of Trafalgar, Corby branch marked the occasion by honouring Dr. John Clark, one of Trafalgar's lesser known heroes. A wreath was laid at his grave and the branch standard was paraded.

Dr. Clark served in HMS Dreadnought during the battle as a loblolly boy, or surgeon's mate. He was then aged 19 and was subsequently awarded the medal and clasp for his part in the action.

In 1808, he was confirmed Surgeon RN but retired from the Navy on half pay when hostilities with the French ended. The following years he spent as a doctor in the Waldon area.

Trafalgar was marked by Cambridge branch with a dinner dance attended by the Mayor and Mayoress, and other distinguished guests. The mayor paid a warm tribute to the branch for raising almost £2,000 in the past year for local and naval charities, including a generous donation to the RM School of Music Relief Fund.

Day room

Shipmate Ron Tasker, the national vice chairman of the association, was guest of honour at a celebration evening organised by Hillmorton branch. The occasion was enjoyed by fellow shipmates of Tamworth and Hinckley, members of Birmingham RN Engineering branch and TS Tireless Sea Cadet Unit. During the festivities cheques were presented — to sponsor a cadet for a week's sail

training in TS Royalist, and to help St Luke's Hospital Day-room Appeal. A collection was also made for the RM Relief Fund.

At Leominster Trafalgar night dinner, ex-LWren Anthea Phillips proposed the toast to the 'Immortal Memory', and recounted some amusing takes of her wartime service as a Plotter Wren at Harwich and Dover. She joined the WRNS a few weeks after her father, Capt. R. F. J. Onslow, was lost with his ship, HMS Hermes, off Ceylon.

Sandpiper entertains at Dover

Shipmates of Dover branch were entertained aboard HMS Sandpiper when the ship visited the port. There was a return celebration for the Captain and members of the ship's company at the Working Men's Club.

Bunny picks up with his Pommy pals

"Where did you get that hat?" howled shipmates of Kidderminster when they entertained Shipmate 'Bunny' Austin, from 'Down Under'.

As president of the Geelong branch, he was in this country to renew friendship with Shipmate Wilf Farley, president of Kidderminster and his wife, Gwen, who met him on a visit to Australia.

Bunny is seen here receiving a memento of his visit — a flask or rum — from Shipmate John Johnson the branch chairman.

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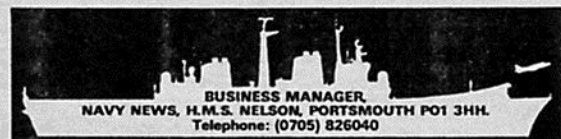
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Royal Naval Association



Shipmate Doug Gough, president of the Redruth and Camborne branch and a national vice-president, died on November 11 at the age of 68. A highly active member of the Charities and Welfare Committee one of his last efforts to help fellow shipmates provided a new electric scooter for chairbound Shipmate Tony Beale of Helston branch (see Branch News). Also seen here are (left to right) Lieut-Cdr. A. L. Bleby (RN Rtd), Chairman, Helston branch; Mr. E. V. Wear, Mr. Bill Stokes and Shipmate K. Hodgson of Helston Royal British Legion; and Shipmate Rusty Steel of Helston RNA.

Picture: Paul Yockney

Doug's last good deed

'Harry Tate's' reunite

ALMOST 800 members of the Royal Naval Patrol Service Association attended the Association's annual reunion, held at the site of the wartime national headquarters of the Patrol Service, in Lowestoft.

The site, affectionately known as "The Sparrows Nest," now houses the memorial, museum and headquarters of the national association of the Royal Naval Patrol Service (RNPS).

At the height of the war members of the Royal Naval Patrol Service manned 6,000 ships and played a considerable part in anti-submarine warfare and mine warfare in every theatre of war.

Because many of the ships they served in were converted trawlers which lacked the glamour of larger ships they were known as "Harry Tate's Navy" — an expression they are as proud of today as they were then.

After marching through the streets of Lowestoft members of the Association attended a memorial service before 17 wreaths, representing branches from all parts of the country, were laid at the RNPS Memorial in Belle Vue Park.

The salute at a march past was taken by Commodore Graham Johnston, present Commodore Minor War Vessels and Mine Warfare. In the evening more than 500 members attended the reunion dinner.

Timber! Portland takes a tall order

THE Fleet Air Arm at Portland was given a pretty tall order at Puddletown when it was asked to move a 120 ft. tall fir tree 25 miles to the Avon Forest Park at Ringwood.

The tree, weighing more than two tons, was too long to transport by road, but a Sea King helicopter from 772 Naval Air Squadron rose to the occasion and gently flew it into position so that tree surgeon Mike Smith could attempt to beat the world record by climbing 80 ft. in less than half a minute.

Unfortunately, the record was not beaten — but the tree is still in position for the next attempt.

On parade for a month of birthdays

The 10th anniversary rededication of **Norwich** branch, held in Norwich cathedral was attended by members of the ship's company of HMS Norfolk. At the parade, following the service, led by the Volunteer band of HMS Collingwood, 37 standards were displayed. The salute was taken by the Lord Lieutenant of Norwich, Mr. Timothy Coleman, accompanied by county and city dignitaries.

Vice Admiral Sir Ernle Pope, Deputy President of the association and Lady Pope, Capt. Jim Rayner, the General Secretary and Mrs. Rayner, were the principal guests at a celebration dinner dance to mark the 25th anniversary of **Tamworth** branch. Over 700 shipmates took part in a parade the following day, led by the bands of Penn & District Royal British Legion and Royal Leamington Spa and Warwick Sea Cadets. The salute was taken by Admiral Pope. A thank you from the branch to all who attended.

At **Deeside** 25th anniversary celebration three grand old men were reunited after 40 years. Shipmates Joe Fellows, aged 93, Joe Jones, aged 94, and Will Bithel, aged 96. They recalled the 'good old days' in Pompey when the rum was great and the ladies lovely. To mark the occasion hip-flasks of Pussers rum were presented to them.

BRANCH NEWS

At **Liskeard** monthly meeting it was agreed to donate an immediate £50 to the RM Band Disaster Fund plus the proceeds of the RNA stall at St Matthews Fair which gave a grand total of £276.38p.

SHIPMATE Doug Gough, a member of the association's Charities and Welfare Committee who died last month (see above) had a reputation for getting things done. And smartly, too.

On hearing via the welfare officer of the **Helston** branch, the Shipmate Tony Beale an ex-CPO with the FAA, was bound to the house because of lack of transport (he is unable to walk), Shipmate Doug was soon on the ball.

A firm which sold 'Sterling' electric scooters was soon found and in no time the cost of the scooter — £1595 — was raised. The Helston branch of the Royal British Legion provided £600, the Central Charities Fund £445 and the balance — £550, was provided by the Royal Naval Benevolent Trust.

There was a packed house for a Royal Marine Band concert organised by **Thurrock** branch

on October 14, which raised £1,050 each for the Central Charities Fund and the King George's Fund for Sailors. A collection during the interval raised £659.35p for the RM Band Disaster Fund, the branch donated a further £300 and £41 was received from an anonymous shipmate bringing the total to, £1,000.35p.

Members of **Wolverhampton** branch paid special tribute to their outgoing vice-chairman, Shipmate Dennis Whitehouse, who through ill health is unable to continue in office. He was also chairman of the North Russia Club. The secretary and treasurer, Shipmate P. Kyte, also plans to retire at the branch annual general meeting in January. Declining health and advancing years force him to relinquish office.

From **Harrogate** branch congratulations to Shipmate Eddie Smith on becoming the national standard bearer of the Royal Marines association. Shipmate Smith is also No 11 Area standard bearer which scores a unique double.

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Notice Board



Points Leaders

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at November 1, 1989. Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during October.

PO(EW)/RS(W) — Int (30.9.88), 2; LS(EW)/LRO(W) — Dry, 3; PO(M) — Int (17.3.89), Nil; LS(M) — Int (17.3.89), Nil; PO(R) — Int (11.12.87), 6; LS(R) — Dry, 10; PO(S) — Dry, 1; LS(S) — Int (9.6.89), 7; PO(D) — Int (29.9.89), Nil; LS(D) — Int (19.6.87), 1; PO(MW) — Dry, 1; LS(MW) — Dry, 1; PO(SR) — Int (9.6.89), 1; LS(SR) — Int (9.6.89), 1; PO(SEA) — Int (17.6.88), 2; CY — 103, Nil; LRO(T) — Int (14.3.89), 2; POEN(G) — 714, Nil; LEN(G) — Int (20.10.87), 1; PORGN — Dry, 3.

POEM(L)(GS) — Int (8.11.88), 6; LMEM(L)(GS) — Int (6.7.88), 6; POEM(M)(GS) — 95, 7; LMEM(M)(GS) — 95, 17; POEM(O)(GS) — Dry, 5; LMEM(O)(GS) — Int (12.12.88), 7; POEM(R)(GS) — Dry, 3; LMEM(R)(GS) — Dry, 4; POCA — Int (20.10.88), Nil; LCK(CA) — 160, 2; POCK(GS) — Int (16.6.87), Nil; LCK(C)(GS) — 217, 2; POSTD(GS) — 462, Nil; LSTD(GS) — Int (16.2.88), 4; POA(GS) — 221, Nil; LSA(GS) — Int (23.6.88), 1; POWTR(GS) — Int (26.10.88), 7; LWTR(GS) — Dry, 2; POMA — 291, 3; LMA — Int (11.7.89), 6.

PO(S)(SM) — Dry, 3; LS(S)(SM) — Int (23.3.88), 3; PO(TS)(SM) — Dry, 3; LS(TS)(SM) — Dry, 6; RS(SM) — 102, Nil; LRO(SM) — Int (6.12.88), 2; POEM(L)(SM) — 265, Nil; LMEM(L)(SM) — Int (3.7.87), Nil; POEM(M)(SM) — 464, 4; LMEM(M)(SM) — 216, 5; POEM(O)(SM) — Int (1.3.88), Nil; LMEM(O)(SM) — Int (30.11.87), Nil; POEM(R)(SM) — Dry, 1; LMEM(R)(SM) — Int (1.12.87), 3; PO(UW)(SM) — Dry, Nil; POA(SM) — 87, Nil; LSA(SM) — Dry, 1; POWTR(SM) — Int (26.3.88), Nil; LWTR(SM) — Dry, Nil; POCK(SM) — Dry, 1; LCK(C)(SM) — 285, Nil; POSTD(SM) — Int (20.10.88), 1; LSTD(SM) — 148, Nil.

POA(AH) — 268, Nil; LA(AH) — 482, Nil; POA(METOC) — 477, Nil; LA(METOC) — Dry, Nil; POA(PHOT) — 969, Nil; POA(SE) — 122, Nil; LA(SE) — Int (30.9.87), 1; POAC(M) — 456, Nil; POAEM(M) — Int (5.11.87), 3; LAEM(M) — 385, 6; POAEM(R) — Int (3.3.88), 2; LAEM(R) — 279, 4; POAEM(WL) — Int (5.11.87), 3; LAEM(WL) — 424, 7.

POWREN(R) — 496, Nil; LWREN(R) — 232, 4; POWREN(RS) — Int (16.6.87), 2; LWREN(RO) — 173, 5; POWRENPT — Int (9.6.87), Nil; POWREN — Int (8.11.88), Nil; POWRENCK — Int (16.2.88), Nil; LWRENCK(C) — Dry, Nil; POWRENSTD — 292, Nil; LWRENSTD — 277, Nil; POWRENSA — 255, Nil; LWRENSA — Int (20.10.88), Nil; POWRENWTR — Int (3.6.88), Nil; LWRENWTR — Dry, 2; POWRENWTR(G) — Int (25.5.88), 1.

LWRENWTR(G) — Dry, Nil; POWRENMETOC — Dry, Nil; LWRENMETOC — Int (19.2.88), Nil; POWRENPHOT — 514, Nil; POWRENAEM(M) — 284, Nil; LWRENAEM(M) — 826, Nil; POWRENAEM(R) — Dry, Nil; LWRENAEM(R) — Int (25.3.88), Nil; POWRENAEM(WL) — Int (30.6.88), Nil; LWRENAEM(WL) — 191, Nil; POWRENETS — 137, Nil; LWRENETS — Int (6.10.88), 4; LWRENET — 803, Nil; POWRENWA — Int (21.6.88), Nil; LWRENWA — Int (7.9.88), Nil; POWRENDHYG — 216, Nil; POWRENDISA — Int (20.2.89), Nil; LWRENDISA — 226, Nil; POEN(G) — 714, Nil; LEN(G) — Int (20.10.87), 1; PORGN — Dry, 3.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN CA — Dry, Nil; POWREN MT — 394, Nil; LWREN MT — 373, Nil; POWREN TEL — 860, Nil.

Deaths

G. N. Thomas, LMEM(M), HMS Ocelot, Nov. 8.

W.A.F. Hawkins, DSO, OBE, DSC and bar, Capt (ret'd). Served 1925-56, including command of HM ships Winchelsea, Partridge, Whirlwind and Albion. Aged 81.

P. Whitlock, MBE, Lieut-Cdr. (ret'd). Authority on construction, working and fighting of sailing warships. Formerly commanding officer of HMS Victory and vice-president of the Society for Nautical Research.

F. Taylor, Ex-Sig. Ships included HMS Mauritius (1940-42). Later POW.

F. Eva, Ex-LSTO. Ships included HM submarine Clyde. Member Blackpool branch SOCA. Aged 68.

J. F. Makin, Ex-RM. Ships included HMS Charybdis. Aged 76.

J. D. Sutcliffe, OBE, Lieut-Cdr. (ret'd). Ships included HMS Romola and Gazelle. Member Algerines Assn.

J. Baker, Ex-STO. Ships included HMS Hydra. Member Algerines Assn.

J. F. R. Houghton, Ex-Comm. Engineer. Ships included HMS Sylvia. member Algerines Assn.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

A. New, Pewsey. Aged 64.

E. Hartley, Congleton. Aged 64.

C. E. Walker, founder member Stourbridge and served as secretary and welfare officer.

J. Murphy, BEM. Portsmouth. Served in HM ships Hood and Nelson. Aged 82.

R. W. Hewitt, Southport. Ex-CPO. Ships included HMS Brave. Also member Algerines Assn. Aged 79.

Lieut-Cdr. E. Sadler (ret'd), Gosport. Served as vice-chairman Gosport Sea Cadet unit. Aged 66.

J. Keenan, Wythenshawe. Aged 70.

A. Amos, Wythenshawe. Aged 70.

T. Bunting, Birmingham Central.

R. Fisher, vice-chairman Tamworth and standard bearer No. 8 Area.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in November:

OPERATIONS BRANCH

To CWREN(OPS)(R) — R. Smith (Dryad).

SUBMARINE SERVICE

To CWEM(R)(SM) — B. T. Goldsmith (Opportunity), N. J. Addison (Dolphin Sm Sch).

To CPO(UW)(SM) — S. R. Marshall (Dolphin Sm Sch).

To CPOPS(S)(SM) — J. M. Taylor (Unseen), K. G. Hodgson (JAAC Farnborough).

To CMEM(L)(SM) — M. E. Hall (Trafalgar).

To CRS(SM) — J. W. Anderson (Talent).

MARINE ENGINEERING

To CMEM(L) — M. Daly (RNR Clyde).

SUPPLY AND SECRETARIAT

To CPWTR — I. M. Parks (Danae), A. W. Wall (Southampton).

To CPOSA — K. Burdon (Cochrane).

To CPOCK — R. Rought (Jupiter), F. J. Veasey (Drake).

MEDICAL BRANCH

To CPOMA — K. A. W. Mitchell (RNH Haslar).

FLEET AIR ARM

To CAEM(WL) — D. R. A. Cox (Daedalus AES).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in October for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — C. G. Mackay (Dolphin), D. K. Arnold (Courageous), G. J. Walker (Neptune), A. R. Gale (London), S. P. Hearty (Defiance), F. A. Bolton (Active), P. Astley (Resolution S).

APPOINTMENTS recently announced include:

Capt. M. P. Gretton. As Commodore Standing Naval Force Atlantic. April 11.

Capt. P. J. Grindal. As Commodore Amphibious Warfare. April 6.

Capt. R. C. Lane-Nott. Coventry in command. March 28.

Capt. T. J. England. RN Engineering College Manadon as Captain. April 20.

Cdr. M. K. Barritt. Hecate in command. December 15.

Lieut. J. Ward. Kedleston in command. March 27.

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Swop Drafts

MEM(M)1 Dryhurst, HMS Ariadne, deploying January. Will swop for any Portsmouth ship in refit, preferably Leander, all swops considered.

AB(M) Read, HMS Ariadne, deploying January. Will consider any Portsmouth or Plymouth draft.

AEM (WL)1 Woodall, RNAS Culdrose, ext 2506. Will swop for any second line unit, Yeovilton, Portland, Lee-on-Solent in order of preference.

CK A. Farrier, 3G Mess, HMS Campbelltown. Will swop for any Portsmouth or Scottish ship deploying.

LRO(T) D. G. Spence, HMS Active. Will swop for any Rosyth ship.

AB(EW) T. Sidey, UAA1 trained, 6E1 Mess, HMS Ark Royal. Will swop for any Devonport ship not deploying.

POSTD P. Maher, HMS Cardiff, Portsmouth based type 42, deploying January. Will consider any draft.

LSTD Buckingham, HMS Ambuscade. Will swop for any Plymouth ship not deploying. Ambuscade deploying January.

CK(C) W. Halliday, 820 Squadron, RNAS Culdrose. Will swop for any frigate/destroyer, preferably Rosyth.

AEM(R) N. Duncan, 819 Squadron, HMS Gannet, drafted HMS Osprey, Portland, February. Will swop for any other FAA station, preferably HMS Gannet or HMS Daedalus.

LCK (C) Wise, HMS Sirius, drafted HMS Heron, February. Will swop for Plymouth shore base, tel. Plymouth 368683.

LS(R) G. Beasow, HMS Rooke, BFPO 52, drafted HMS Argonaut, May. Will swop for any Portsmouth Leander.

CK M. D. Peck, 3R FWD Mess, HMS Bristol. Will swop for any Portsmouth ship, not deploying.

POWTR K. D. Lyall, HMS Argonaut, drafted HMS Centurion, March. Will swop for Devonport shore base. Other drafts considered.

LRO(G) C. L. Wicks, RT Reg HMS Mercury, drafted HMS Liverpool, January, deploying until June, Rosyth based. Will consider any swop, Portsmouth or Plymouth.

CPOMEA(EL)(SM) C. C. Heaver, Quality Assurance, HMS Defiance, ext 65768, drafted as RPO HMS Spartan, June. Will swop for any RPO's billet, SM11/Devonport.

RO(T) Greenhill, HMS Shetland, Rosyth. Will consider any swop, except Scotland.

CY S. P. Harland, Commcen Whitehall (MOD MB Ext 3862), drafted HMS Dryad.

January 8. Will swop for any Devonport shore base, ship in refit/DED or seagoing, anything considered.

LSA A. G. Rough, ship support unit, HMS Defiance, drafted RNAS Culdrose, February. Will swop for any Devonport shore base, or ship in refit.

MEM(M)1 M. MacDonald (Scale A), LRG Rosyth, drafted HMS Glasgow, April, deploying. Will swop for any Rosyth sweeper, not deploying until 1991.

LS(M) P. Croucher, 58 Priory House, LS(M) 109, HMS Dryad, GWS 22(B) trained. Will swop for any Portsmouth ship not deploying, contact RTG(M), HMS Dryad, ext 4562.

MEM(M)1 P. Roberts, Tech Mess, HMS Brereton, drafted Leander Refit Group, Rosyth, March. Will swop for any shore billet, except Devonport.

WEM(O)1 Bennetts, 3E Mess, HMS Active, drafted Portland FMG. Will swop for any Plymouth shore base.

LWEM(O) A. Aitken, HMS Glasgow, drafted HMS Neptune, March. Will consider any ship or shore base, Rosyth.

LMEM(M) N. Rowden, NC6 PP69, HM Naval Dockyard (tel. Gosport 527051 after 6 p.m.), drafted HMS Charybdis, January. Will swop for any Rosyth/Devonport frigate, deploying or not.

LSA I. A. Darley, 2 Delta Mess, HMS Ambuscade, deploying January. Will swop for any ship Devonport/Portsmouth, not deploying.

SA I. McKay, HMS Newcastle, tel. 22760, deploying 1990. Will swop for any Portsmouth ship not deploying.

RS K. Work, MHO Pitreavie, ext 273/482, drafted HMS Penelope, Plymouth, March. Will consider any Rosyth sea going billet.

CK(C) D. B. Osborne, HMS Warrior, Northwood. Will swop for any Rosyth draft or ship in refit.

STD Hanson, 3EZ Mess, HMS Andromeda, drafted HMS Warrior, Northwood, January. Will swop for any Portsmouth base.

AB(M) Durbin, HMS Peterel, Dartmouth based (Nav training). Will swop for any Devonport refitting ship, or shore base, Plymouth area.

AB(M) Eaton, (telephone Gosport 587514) drafted HMS Ark Royal, deploying April/May 1990, will consider any Portsmouth-based ship not deploying.

WREN WTR AB HAMMOND, HMS Osprey (telephone 3385), drafted Royal Marines, Deal in January, will consider HMS Osprey draft.

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Grin and bear it? Not if help is at hand

Each year the Royal Naval Benevolent Trust comes to the aid of a wide range of people with problems of ill health and disability — and brings their plight to the attention of other Service organisations and charities. William Dunphy's case is one of three we highlight this month.

William Dunphy is 45 and lives with his wife in Chesterfield. He served in the Navy as an EMA.1 from 1951 until 1961. In 1982, it was confirmed that he was suffering from angina and in April 1988 he had a slight stroke.

A year later motor neurone disease was diagnosed and by that time he also suffered from severe arthritis of the left ankle.

William was only able to communicate by using sign language — but he and his wife both faced the future with great courage.

Since leaving the Navy, he had worked for an instruments firm and latterly with the National Coal Board. Unfortunately, he was made redundant when he became a full-time mature student studying business computer and other allied subjects. He desperately wanted to complete the course which he had started but the only way in which he could

communicate with the outside world was by using a word processor.

In June this year, the British Sailors Society brought Mr. Dunphy's case to the notice of the RNBT and with the help of the local SSAFA representative in Chesterfield the committee granted him £402 to buy one.

Isolated

He wrote to the Trust explaining the difficulties and frustrations of being unable to communicate by speech. To have a brain which works well and yet to be ignored in other people's company had been very upsetting and tended to isolate him even in his own home.

Now that the word processor has entered his life he says that a lot of his depression has gone with it. He is now able to communicate far better with his wife and as his speed in using the keyboard improves so does



Put it there...

Lieut.-Cdr. Paris Anderson, Chairman of the Royal Naval Association Charity and Welfare Centre, presents the RNA's annual donation of £1,500 to Warrant Officer Harry Burke, Chairman of the RNBT's Portsmouth Local Committee.

his social life.

"It is not just the fact that your gift has improved my daily life, socially, etc., that has

caused my deep gratitude, it is perhaps more important because the receipt of it has given me hope. Hope, that is, of doing

something productive, perhaps even profitable and appreciated with the reminder of my life."

How a special bed brought relief from asthma

A LARGE slab of Leading Steward Gordon Newman's pay goes towards buying the family home at Gosport — so when his wife Cherie needed a special bed to help relieve her asthma he turned to the RNBT.

Cherie needs to sleep in a sitting position — she is allergic to most of the usual medications for asthmatics and cannot use nebulizers.

To try and get the sleep she needs as a normally busy mother of two young children — Sarah is three and baby

Adam just one year old — she was forced to stay downstairs in a chair.

Standard back rests did not provide the necessary support and after taking specialist advice a Theroposture automatic adjustable bed provided the best solution.

As with most specialist equipment of this sort, it was expensive — £1,795. Gordon could not hope to meet the bill

on his own — but then RNBT's grants committee offered £1,045 towards the bed, as recommended by the medical staff at RNH Haslar, and approached the Royal Naval Association and the Royal British Legion to make up the difference.

This they did, with grants of £250 and £500 respectively. And helped make life at the Newmans a little easier.

Harry takes a shower

DISCHARGED in 1946 after being paralysed from the neck down, Harry Myers never asked for a penny from any Service charity.

He had served in the Royal Marines from 1941 and received a 100 per cent war pension for encephalomyelitis which makes him vulnerable to chest infections.

As he could no longer use an ordinary bath, he applied to his local authority for help to buy a shower unit. The War Pensions Office at Blackpool made a grant of £250 — and the RNBT made up the balance of £548.

TODAY — Youth, health, adventure ...

TOMORROW — Old age, alone in a changing world ...

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Anne reviews WRNS 40th

HRH The Princess Royal marked the 40th anniversary of the refounding of the WRNS with two very special engagements — a lunch on board HMS London on the Thames followed by her first visit to a WRNS unit overseas.

The Chief Commandant was joined by the current Director WRNS Commandant Anthea Larken and eight of her predecessors when she visited the Type 22 frigate berthed alongside HMS Belfast in the Pool of London (right).

The next day she flew out to Naples where she inspected a platoon of WRNS at a full NATO honours ceremony, accompanied by Admiral Jonathan Howe USN, Commander-in-Chief Allied Forces Europe (below).

Later she visited the British Forces Clinic and went on to meet Wrens serving in the Meteorological Centre, the Communications Centre and the Intelligence and Operations Division registries.



Top award for Hell's Mouth helo crews

Royal Navy and RAF helicopter crews have jointly received two major awards for the most outstanding air-sea rescue of the year.

In an extended night rescue operation the two crews overcame appalling weather conditions to save 15 Korean seamen whose ship, the *Secil Japan*, was being driven onto rocks below Hell's Mouth cliffs in St Ives Bay, Cornwall.

They received the Shipwrecked Mariners' Society Edward and Maisie Lewis award for their outstanding air-sea rescue from Admiral of the Fleet Lord Lewin at the Society's 150th annual meeting in Fishmonger's Hall, London.

Aground

The award consists of a cash sum and a trophy to be held for a year by the winners.

First on the scene at Hell's Mouth was a Sea King helicopter from Royal Naval Air Station Culdrose, flown by Lieut.-Cdr. Darrell Nelson, a US Coastguard pilot on a two-year exchange posting.

His crew saved four seamen before the violently tossing ship caused the hoist to part.

Members of his crew were Lieut. Jim Pollard, the second pilot; CPO Aircrewman and Diver Julian Grinney; and Leading Aircrewman Christopher Hart.

Just before Navy News went to press last month the same crews were presented with a special Silk Cut Nautical Award by former Cabinet Minister Norman Tebbit at a lunch at the Savoy Hotel.

Unable to be present for the awards was another member of the Sea King crew, Lieut. Kevin King, who has since left the Royal Navy and emigrated to Australia.

The awards were shared by a crew from RAF Brawdy who were on the scene shortly after midnight when the stricken ship was hard aground at the foot of the cliffs.

Flt. Sgt. Vaughan Dodsworth was lowered to the deck to coax the Koreans out of the bridge house and into the rescue strop.

The helicopter was flown by Flt. Lieut. James McLeod, with Flying Officer Lee Calderwood as co-pilot.

Hero of Forth rescue bid



CPO Richard Clark

AFTER risking his life trying to save a man overboard, CPO Richard Clark has been awarded the Commendation of Flag Officer Scotland and Northern Ireland by Vice Admiral Sir Michael Livesey.

CPO Clark, of the Mine Warfare Tactical Development Group, dived into the River Forth when Mr. Robert McMaster, bosun of the RMAS Cicala, was swept into the water as the vessel laid exercise mines.

Sadly his efforts were in vain and Mr. McMaster drowned.

All but two in lucky escape in Gulf of Oman...

THESE pictures were taken during HMS Manchester's dramatic rescue in the Gulf of Oman of all but two of the crew of the cargo vessel *Al Mawarid*, which inexplicably foundered.

Manchester plucked ten survivors from rough seas in falling light and stood by the stricken vessel to warn shipping of the wreck.

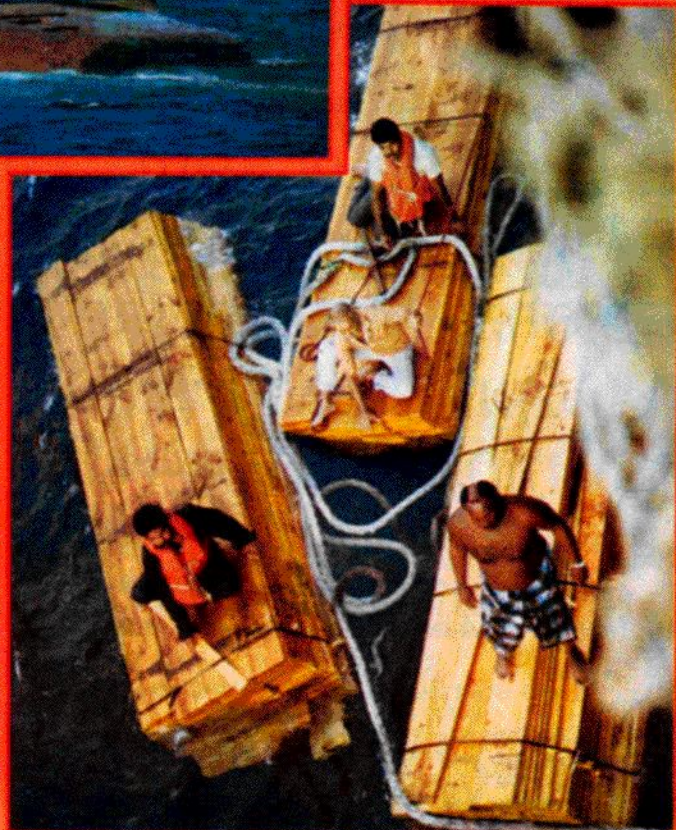
● Left — HMS Manchester's Lynx helicopter is pictured lowering ships diving officer, Lieut. Wayne Crowther, on to the hull of the *Al Mawarid* to determine whether the two crew members who were trapped in the hull were still alive. Sadly no signs of life were detected.

● Below — Survivors from the stricken cargo vessel *Al Mawarid* floating in the lee of the destroyer HMS Manchester on the baulks of timber which helped to save their lives.



... while in the Med fortune favours the Brave

A seaboard crew from HMS Brave tries to salvage a hot air balloon after rescuing Austrian conservationist Ivan Trifonov, who ditched in the Mediterranean while attempting a solo crossing from Malaga to North Africa. In stormy conditions, the attempt had to be abandoned but the crew recovered valuable equipment and other material from the gondola.



At Your Service

Over to You

Naval War Graves: Mr. Fred Gee, 17 Thompson Court, Denton, Manchester M34 2PG, came across the following naval graves in Kracow Cemetery: that of AB R. Young of HMS Bedouin, August 20, 1944, LDG Airlifter (A) R. Chamberlain of HMS Daedalus, July 18, 1944, aged 22 and POSTO W. T. Tabb of HMS Glorious, February 13, 1942, aged 33. The graves each had a rose and were in good condition.

Museum of D-Day Aviation: The aviation museum at Manor Farm, Chichester, wants help from anyone familiar with an ex-RN 16-footer, built in the mid 1940s, and donated to the museum by Hayling Island Yacht Co.

S.S. Willamette Valley 1940: Elizabeth Prigmore, c/o 41 Longwood Avenue, Cowplain, Hants PO8 8JA, wants to hear from anyone who may remember her grandfather, James Thomson of Woodside, Aberdeen, reported as missing in action after the sinking of the freighter. She would like to hear from any survivor or anyone who served in 'O' ships.

Bahrain Christian Cemetery: Mr. K. Patience, PO Box 669, Bahrain, Arabian Gulf, is researching the stories behind a number of RN burials in the cemetery. He would like to know details of the death of Lieut. Peter Heineman, who crashed a Fairey Flycatcher from HMS Emerald off Bahrain, December 21, 1931.

HMS Pintail 1941: Mr. H. Moyle, 57 Astbury Avenue, Parkstone, Poole, BH12 5DU (tel. 0202-516534), is helping research the 48 servicemen buried on the Dutch island of Vlieland. He would like information on Commander Francis Hall Clark of Nottingham lost in the Pintail, and a photograph of the ship. He is also interested in a photograph of the LST(1) 80, lost off Ostend March 20, 1945, and of the S.S. Pacific (Hull), lost February 9, 1943 and would be pleased to hear from any survivors.

Lieut.-Cdr. M. Johnson RNR (Rtd), The Akbar, Clapton-in-Gordale, Bristol BS20 9RX, is trying to find the copy of a poem describing the entry of a young seaman into the Royal Navy who knew no swear words but quickly learnt them and chalked them about the ship.

The 'Cuttermen's' Association: Mr. Ken Reed, 'The Laurels', Fleet Hargate, Spalding, Lincs PE12 8HL, is writing the story of the ex-US Coast Guard cutters taken over by the Navy in 1941 and renamed HM Ships Banff, Fisguard, Gorleston, Landguard, Lulworth, Sennen, Totland, Culver and Hartland. He would like first-hand accounts of the activities of these ships in the 1941-46 war at sea and of their crews and of survivors of the Culver and the Hartland.

RMS Scotia and HM Ships Esk and Talybont: In 1990, the Holyhead Maritime Museum will mount an exhibition commemorating the sinking, on June 1, 1940 of the Mail boat RMS Scotia while evacuating French troops at Dunkirk. Information, photos or first hand accounts of this incident and of HMS Esk which went to the Scotia's assistance welcome. Also any information on HMS Talybont, adopted by Holyhead in 1942. Those who can help write to: Mr. Dave Percival, Ty Peredur, Prince of Wales Road, Holyhead, Anglesey LL65 1ET.

HMS Duchess tribute: After a collision with HMS Barham, HMS Duchess sank about nine miles west of the Mull of Kintyre on Dec. 12 1939, with the loss of 123 lives. To mark the 50th anniversary a wreath is to be laid at the spot this month in memory of those who died. Any survivors, or relatives of those lost, who would like to be associated with the ceremony should contact: D.A. Wilkie, Area Organiser, Royal British Legion, Northern Ireland Area, 9-13 Waring Street, Belfast, BT1 2EU.

Reunions

HMS Dido: Former members of the ship's company interested in a reunion to mark the 50th anniversary in 1990 of the launching of the Dido, contact Mr. A. G. Brochie, 1 Nourse Drive, Heacham, Mr. King's Lynn, Norfolk PE31 7SD (tel. 0485-70027).

HMS London 1947-49: The association's reunion will take place April 14 and 15 in Portsmouth. A reception will be held on Saturday, April 14 in the Royal Sailor's Home Club and next day there will be a memorial service in St Ann's Church, Portsmouth Dockyard. Further details from: Mr. J. Parker, 80 Carlton Road, Fareham, Hants PO16 8JH (tel. 0705-377539).

HMS Emerald: The association's third reunion in HMS President, October 21, was attended by 64 old shipmates and guests. Details from C. Houldrey, 3 Gloucester Road, Wilbury, N. Humberstone HU10 6HW (tel. 0482-651652).

PT Qualifiers 1950/51: A reunion is planned for PT Qualifiers who joined the PT School, September 1950. Those interested contact: Cdr. Ron Gould, Wells Hall, Upper Redlands Road, Reading RG1 5JF (tel. 0734-318760).

HMS Hesperus 1940-45: The first reunion of former members of the Hesperus was held at the Royal Naval Association Headquarters, Northampton on September 19. Details from Bungey Edwards, 69 Oakgrove Place, East Hunsbury, Northampton NN4 5OB (tel. 0604 763273).

HMS Warspite: The association's fifth reunion will take place on May 19, in the WOs' Mess, HMS Drake. Details from Lieut. R. C. Martin RN (Rtd), 7 Rostrevor Mansions, St Helen's Parade, Southsea, Hants (tel. 0705-735819). Twenty members attended the Le Havre 45th anniversary Liberation Ceremonies in September, and paraded their standard.

HMS Sheffield: Over 230 shipmates and wives enjoyed a memorable reunion weekend at the Moat House Hotel, Newcastle, October 13/15. Those interested in joining the association contact: Lawry Banks, 3 Stonefield, Bootle, Merseyside L30 0QS (tel. 051-924-1869).

Landing Ship Tank Club: Members held their first 'get-together', in the Nautical Club, Birmingham on October 14. For details of a get-together in the New Year contact: Dick Curtis, 153 The Medway, Tilehurst, Reading RG3 4AP (tel. 425713).

Blake Div Art Apps 1940: Artillerist Apprentices who joined Blake Division January, 1940, interested in a reunion, contact: R. Combes, 9 St Catherine's Court, Cambridge Drive, Ipswich, Suffolk IP2 9DF (tel. 0473-683476).

First Class Divers: The association boasts a current membership of 105 and invites those who completed a diving course for first class divers, serving and ex-serving, GL and SD officers to swell their ranks. Honorary membership is open to all founder members of the Clearance Diving Branch prior to 1960. For details telephone 0705-822351 or 0705-753751.

HMS Royal Arthur: The association's annual reunion will take place at Skegness, May 14 to 21. Details from Mr. B. Harris, 22 Well Terrace, Clitheroe, Lancs (tel. 0200-25332).

HMS Ganges East Anglian Division: The newly formed East Anglian Division welcomes those who served in HMS Ganges in any capacity. Details from: Geoff Richards, 38 Gosford Road, Beccles, Suffolk NR34 9QP (tel. 715795).

HMS Foley (K474): For details of the 1990 reunion to be held in Blackpool over weekend October 5 to 7, contact: Mr. Frank Bee, 46 Dronsfield Road, Fleetwood (tel. 03917-3800).

HMS Rocket 1943-46: A mini reunion of former shipmates and wives was held at the Union Jack Club, London, September 9. Ex 'Rockets' interested in an annual reunion contact: Mr. Bill Clitheroe, 48 Lower Fosters, New Brent Street, Hendon, London NW4 2DH (tel. 01-202-5996) or Mr. Ted Brunt, 29 Templar Place, Hampton, Middx TW12 2NE (tel. 01-941-5945).

HMS Petunia (K79) 1941-45: A second reunion dinner will take place on Friday, May 11 at the Angel Hotel, Royal Leamington Spa. Details from: Mr. G. C. Shaw, 'Tanky', 821 Dorchester Road, Upwey, Weymouth, Dorset DT3 5LB (tel. 0305-81-3372).

HMS Devonshire 1973-77: Those who intended attending a reunion at HMS Phoenix on February 24, please confirm with: Mr. C. Moss, 15 Highridge, Darland View, Gillingham, Kent ME7 3W (tel. 0634-570782).

HMS Gossamer: Survivors who missed the 1989 reunion, should note that the 1990 reunion will take place on June 23. Details from: E. Morris, 40A Edwards Road, Whitely Bay, Tyne & Wear (tel. 091-252-2540).

HMS Thermopylae 1965-68: Submariners who served in the Thermopylae, interested in a reunion contact: Paul Hopkinson (tel. 0455-39069) or Mick Goodchild (tel. 0582-881056).

HMS 'King George V': The first reunion of former members of the ship's company took place in Blackpool, September 29 to October 2, when the association was founded. Full details and of the 1990 reunion to be held at Newcastle over last weekend of September, from: R. Jackson, 64A Preston Old Road, Marton, Blackpool FY3 9PL (tel. 0253-692201).

HMS Unicorn: A reunion of former members of the ship's company was held in Portsmouth in September. Those interested in joining the association contact: Mr. E. Bosworthick, 3 Arundel Close, Hemel Hempstead, HP2 4QR enclosing stamped addressed envelope.

International Naval Reunion: In 1990 the reunion is being held in Canada/USA and will include visits to Vancouver, Victoria, Seattle. For details contact: Mr. J. Davison, Gulliver House, Oldbury Road, Tewkesbury, Glos GL20 5LR.

25th Destroyer Flotilla (1944-47): Following the success of the first reunion, plans are afoot to hold a second reunion March 31, 1990 (Kamikaze Day anniversary). Those interested contact Mr. E. Buckner, 26 Dahalia Close, Clacton-on-Sea, Essex (tel. 0255-432031).

HMS York (1930-1941): A reunion of old 'Yorkies' is planned to take place on March 26, 1991 to mark the 50th anniversary of the sinking of the York. Those interested contact: Mr. William Hill, 13 Crossmoor Drive, Tonge Moor, Bolton, Lancs BL2 2EX (tel. 0204-399803).

HMS Bullen (DE K 469): A second reunion will take place April 28, at St Edmunds Hotel, Gorleston, Gt Yarmouth, dinner 6.30 p.m., overnight accommodation available. Further details from: Mr. C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502-5611 30).

HMS Torquay: A reunion in September at Torquay attracted 86 ex-crew members and wives, representing almost every commission. Further details from: Mr. T. Howard, 13 Cheshire Close, Newton-le-Willows, Merseyside WA12 8PY.

HMS Chinkara (Cochin 1944-46): Will BEOP&MEOP parties and their wives interested in a reunion contact Collin ('Butch') Baker, Malkin Farm Cottage, Blackpool Old Road, Lt Eccleston, Preston PR3 0YQ (tel. 0995-70495).

HMS Duke of York association: held a reunion attended by 72 members on November 4 at the Royal Fleet Club, Devonport. The next reunion will take place at the same venue, on July 21. Details from Mr. F. Stevenson, 21 Elm Road, Mannamead, Plymouth PL4 7AX (tel. 0752-664887).

HMS Renown association: held a successful reunion at the Royal Fleet Club, Devonport to mark the 50th anniversary of the Renown. The next reunion will take place at the same venue on September 29. Details from: Mr. F. Stevenson, 21 Elm Road, Mannamead, Plymouth PL4 7AX (tel. 0752-664887).

HMS Cockade (1944-58): Ex-members of the ship's company are asked to apply for tickets for the third reunion before December 15 as tickets are limited. The venue is the Senior Rates Mess, HMS Drake at 6pm on Saturday, April 21, tickets £7.50 each. For further details contact Mr. D. Taper, 1 Holly Court, Lower Thurlow Road, Torquay, Devon.

8th Destroyer Flotilla association: invites shipmates of CO and CA class to attend a third reunion, especially of HM Ships Cavalier, Carysfort, Cavendish, Cassandra, Carrow, Caprice, Caesar, Cambrian and Charity. For details contact Mr. G. Toomey, 1 Parkhurst Road, Prenton, Birkenhead L42 4RE (tel. 051-608 6831).

HMS St George: The 50th reunion will take place in Douglas, Isle of Man, during week Monday, April 23, to which all former members of the ship's company and their relatives are invited. Details from: HMS St George Reunion, Department of Tourism, 13 Victoria Street, Douglas, Isle of Man (tel. 0624-2914).

HMS Tattoo (1943-46): A reunion will be held in May, and any ex-crew not yet in touch contact: Mr. Arthur Rue, 30 East Drive, Blunsdon Abbey, Swindon, Wilts SN2 4DP (tel. 0793-724490).

HMS Brilliant (1980-84): A reunion evening will be held at the Royal Fleet Club, Plymouth on Friday, April 20 at 2000 hrs. Further details from CPO Ed Shepherd, HMS Boxer, BFPO Ships and from Dave Swift (tel. 0705-693403) or Plymouth Dockyard 53737, Mr. Pete Parry (tel. 0579-20896) and WO Reg Briers (tel. 0337-40403) or Rosyth Dockyard tel. 4509.

FAA Armourer's Association: For details of the inaugural/reunion meeting contact: Mr. Mick Holdsworth, Aylesham Lodge, Adisham Road, Barham, Canterbury, Kent CT4 6EY.

HMS Vidette (1943/45): For details of the fourth reunion, to be held in May contact: Mr. D. J. Sims, 'Four Winds', 6 Box Tree Close, Delford, Worcs WR8 9BX.

HMS Simbang 1946/7: Shipmates who served in RNAS Sembawang, Singapore, 1946/47, interested in a reunion contact: Mr. W. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP (tel. 021-747 2418).

HMS Sikh reunion: held at the Royal Naval Home Club, Portsmouth was attended by 68 former members and wives. Further details from: 'Shiner' Wright, 45 Herrick Close, Southampton, Hants SO2 6NF (tel. 042-121 4710).

980 Squad Royal Marines (1948): Mr. Keith Tate, 17 Ullswater Avenue, Gunthorpe, Peterborough, Cambs (tel. 0733-71532), wants to contact ex-Royal Marines of national service Squad 980 formed April, 1948 at Lympstone with view a reunion.

Submarine Old Comrades: There was a big turn out for the annual dinner and memorial service of the London branch held during weekend November 4/5. The service was attended by Flag Officer Submarines Vice Admiral J. Coward, the President of the SOCA Rear Admiral Whetstone and Rear Admiral R. G. Heaslip, president of the London branch.

HMS Wild Goose Association reunion: held at Skipton, Yorks was attended by 64 former shipmates and survivors of the U462. Cdr. John Gavin Wemyss attended and accepted the presidency of the association. Further details from: Mr. T. Kingsley, 4 Yearsley Grove, York YO3 9BX (tel. 0904-627269).

HMS Paladin and 'P' Class Destroyer: reunion dinner held at the Victory Services Club, London, October 28, was a great success. Further details from Mr. Fred Plenty, 43 Sydenham Road, Bridgwater, Somerset TA6 4QD (tel. 0278-424641).

The George Cross Island Association: At the annual general meeting of the association, held at the Union Jack Club, London it was agreed that a monument would be built on the island and unveiled, August 1992, to commemorate the lifting of the siege when the 'Ohio' got through. All personnel on the convoys to Malta are welcome to join the association. A reunion is planned for March, 1990. Those interested send a stamped addressed envelope to: Mr. F. Plenty, 43 Sydenham Road, Bridgwater, Somerset TA6 4QD (tel. 0278-424641).

HMS Euryalus Association: Membership is open to anyone who served aboard the various vessels named HMS Euryalus. Details from Mr. G. J. Dixon, 68 Frolock Drive, Bransholme, Hull HU7 4HZ (tel. 0482-829355).

Free French Naval Reunions 1990: The association of Free French Naval Forces (AFNLF) is holding ceremonies to mark the 50th anniversary of the formation of the AFNLF at Greenock and Portsmouth on June 9, and in London on June 12. Any former British Naval Liaison Officer who would like an invitation to attend contact: The President AFNLF Vae Chalane, 59 rue Vergniaud, 75013 Paris.

819 Naval Air Squadron: Ex-members are invited to join in the celebrations on 24/25th January 1990. Write soon to Lt Whiles, 819 NAS, HMS Gannet, Prestwick Airport, Monkton, Ayrshire, KA9 2RZ or telephone 0292 75000 Ext 304. Closing date for applications 15th December.

HMS Starling: Some of the men who served with the anti-submarine Flotilla during the Second World War went to Hong Kong to visit the modern namesake of their leader's old ship. Capt. Walker died in 1944 and his men formed Captain Walker's Old Boys Association in his memory. During their visit they spent a morning on board today's HMS Starling, one of the Hong Kong Squadron patrol vessels.

Calling Old Shipmates

HMS Simbang (1953-55): Ex-LSA Geoff Paget, 124 St Edith's Marsh, Bromham, Nr. Chippenham, Wilts, (tel. 0380-850200), wants to contact ex-LDGNA Terry Desborough.

HMS Froisher (1942-45): Ex-LTO Ron Swain, 42 Abbey Ave, St Albans, Herts AL3 4AZ (tel. 0727-60206), wants to contact ex-LTO Arthur Delaney.

HMS Ganges 1961: Ex-LRO(T) J. Haffenden, (tel. 0323-22065), wants to get in touch with CCY F. Lucas and any classmates of Exmouth Division, Class 295.

HMS Selkirk (1941-44) Ex-SPO Jim Norvall, 14 Thames View Court, London Road, Hadding, Essex SS7 2EB (tel. 0702-551607), wants to hear from old shipmates with view a reunion.

HMS Corunna (Chatham) 1947: Mr. J. Whetstone, 'San Loranzo', Victoria Ave, Hayling Island, Hants (tel. 2200) would like to get in touch with ex-POTMG 'Tug' Wilson, last known to be living at Chester La Street, Durham.

MSR4 (MONAB2): Ex-AFO J. Parkinson, 21 Dewhurst Clough Road, Egerton, Bolton BL7 9TY would be pleased to hear from any of the 96 shipmates who served on PONAM Manus, Admiralty Isles, S. Pacific, March 1945-Sept 1945.

HMS Oakham Castle (1946-47): Mr. I. Wicher, 26 Northleaze, Corsham, Wilts SN13 0QW wants to get in touch with members of stokers branch.

Exalara Club: Mr. Geoff Smith, PO Box 144, Old Lakeshore Road, Camlachie, Ontario, MOM IEO Canada, would like to hear from former club members.

King George V (1944-46): Mr. T. Jenner, 14 Worton Road, Middle Barton, Oxford OX5 4EE wants to get in touch with members of QO's Mess 41.

HMS Orwell: Mr. Alex Hill, 2/26 Peach Grove, Laurieton, N.S. Wales, 2443 Australia, wants to hear from Dennis Mackess of Coventry and Godfrey Allison of Farnham.

HMS Gossamer: Mr. E. J. Morris, 40A Edwards Road, Whitley Bay, Tyne & Wear, (tel. 091-252-2540), wishes to contact 'Jock' Meek, ex-Ldg Lt, late of Linlithgo, Nr. Edinburgh, or anyone who knows his whereabouts.

HMS Ajax (1982-83): Will LS(S) Paul Bentley (Animal), please contact ex-AB(M) Steve Hall, 31 Cambourne Close, Far Cotton, Northampton NN4 9PH, or telephone (0604-234-333) ext 445/444 and leave a message. Ask for Sgt Hall.

HMS Pelorus (1943-46): Ex-Lck W. Lawrence, 20 Thornhill Place, Armlay, Leeds LS12 4LQ (tel. 0532-796907), would like to hear from old shipmates. He would welcome any information or photographs of the ship.

HMS Hecla (1942): Mr. S. Sherred, 21 Alexandra Road, Broadstairs, Kent CT10 1EP, would like to hear from anyone who knew ex-PO Leonard Ellison who served in the Hecla and was declared 'missing' in 1942.

HMS Fearless (1934-41): Those who served in the Fearless are invited to attend the re-commissioning of the present assault ship of the same name in May, 1990. They should send name, address, rank and official number to Ben Bodon, ex-POSM, 53 Heronville Road, West Bromwich, West Midlands B70 0JG (tel. 021-557-1872).

HMS Braganza (1943-46): Mr. Ken Holder, 19 Pelican Crescent, Cheltenham, Glos, (tel. 528078), would like to know the whereabouts of 'Blondie' Brown, last known living at Scarborough.

HMS Strule (ex-Glenarm) (1943-44): Mr. F. Collett, 8 Slam Road, Stevenage, Herts SG1 1JH (tel. 0348-350-136) would be pleased to hear from old shipmates.

HMS Moon (1945-6): Mr. C. Bygate ('Panch'), 52 Topham Way Sheffield, S8 7NY would like to contact former members of the stokers branch.

HMS Curacao (1940-42): Ex-LtEl A. Martin, 2 Smythe Road, Swindon Village, Cheltenham, Glos GL5 19OU (tel. 0242-527393), survivor of the Curacao, wants to get in touch with ex-LtEl E. G. Goldsmith of Colchester, last known ship HMS Bazeley 1943.

HMS Kenya (1940-62): Mr. C. A. Webb, 22 Mostyn Ave, Fallowfield, Manchester M14 6QG wants to hear from old shipmates.

HMS Cilicia (1940-42): Mr. C. L. Archbold, 12 Ravenscourt Drive, Basildon, Essex SS16 4HU (tel. 0268-625063) would be pleased to hear from John Costello of Dingle, who starred with him in a concert party produced by Robert Hill.

HMS Garties (K475): Mr. W. Read, 5 Lochinvar, Hanworth, Bracknell, Berks RG12 4LD, would like to contact old shipmates who commissioned in Boston, USA.

HMS Winchelsea (1942): Mr. E. Bate, 69 Blackbrook Road, St Helen's, Merseyside WA11 9QA, wants to hear from old shipmates and those of the Flower Class corvette HMS Highlander Beverly and wonders what happened to the sailor who suffered a bad appendicitis aboard.

HM Ships Indefatigable and Bermuda: Mr. P. S. Curtin, 33 Briar Dene, Sketty Park, Swansea SA2 8JP (tel. 208018), wants to get in touch with old shipmates of 122 Mess of the Indefatigable June/December 1950, and of the Bermuda 1952/55.

HMS Napier (1939-43): Mrs. Roswell, 1 Massfield Way, Tonbridge, Kent (tel. 0732-354792), wants to contact, on behalf of her husband, Will Hacking, Bill Balmfort, Geoff Fisher and Jono Johnson.

HMS Whitesand Bay 1954/55: Mr. R. Glover, Scamore Lodge, 71 Barton Hill Drive, Minster-on-Sea, Sheerness, Kent ME12 3NF would welcome news of old shipmates.

LCT 371: Mr. H. J. Mason, 120 Stephenson Avenue, Beechdale Estate, Walsall, W52 7ET, would like to hear from former crew who took part in the laying of the first 'Pipeline' under the sea across the Bristol Channel, especially ABs Ashton, Fairbourne, Rose and 'Yorky'.

HMS Bickerton (1944): Mr. Jack Preece, 48A Holly Lane, Marston Green, Birmingham B37 7AL, wants to contact those who survived the sinking of the ship, August 22, 1944.

HMS Black Swan: Mr. Tony Potter, 'Shalom', Middle Lane, Whitacre Estate, Walsall, Birmingham B46 2HX (tel. 0675-81483), wants to get in touch with former crew members involved in the 'Yangtze Incident', especially Boy Seamen of HMS Norfolk drafted to the China Station, among them 'Tubby' Tincambe, Mike Howell and Ted Mitchell, with view to a reunion.

HMS Figgard (1946-50): Mr. V. Hays, 3309 Viewmont Drive, Port Moody, British Columbia V3H 2L8 Canada is trying to trace Dave Haslam, of Hood Division.

HMS Ledbury 1942-43: Mr. A. Hitchcocks, 5 Ronald Drive, Lidget Green, Bradford BD7 2AX West Yorkshire wants to contact shipmates of 'Sam Goodwin's' Mess, Malta Convoy 1942-43, especially Sam himself, Mitchell, Shiny, Tankey, Pinnocchio, Rutter and McParland.

HMS Collingwood 1954-56: Mr. Stan Hudson, The School Bungalow, Huntingdon School, Huntingdon Road, York, N. Yorks YO3 9PX (tel. York 769041), wants to contact old shipmates of 404 Mess, Cooks, PO's and CPO's and LCK's with view a reunion, especially Bob Barmarduke, Driver, Brum Summersfield, Bullimore, Forbes, Alexander, Tick Talback, Dick Stuchfield, Alf Criddle and MacBride.

HMS Phoebe (September 1946-June 1947): Mr. P. W. Saunders, 5 Coldharbour Lane, Harpenden, Herts AL5 4NQ (tel. 05827-61988) wants to contact old shipmates of 31 Mess, especially A. Klarr and Fron Glascon.

HMS Magpie 1944: Mr. A. Smith, 3 Rannoch Road, Letham, Perth, Scotland PH1 2BY (tel. 0738-32530), would like to hear from old shipmates especially Surgeon Lieut. Chipchase, who saved his life.

HMS Scout: Mr. J. Gallagher, 7 Church Road, Blackhill, Consett, Co. Durham, would like to hear from old shipmates and from those in Jellicoe Class, 1936-37 and in the New Entry Rugby team of the same period.

HMS Aymer (K463) 1943-46: Mr. L. Gomersall, 57 Mayville Avenue, Scarborough, Yorks YO12 7NW (tel. 0723-364041), would like to hear from old shipmates especially Chuck Hill of Preston, Buck Taylor of Wakefield, Paddy Cameron of Coltraine, and Curley Burgin of Sheffield.

HMS Scyllia 1970: Mrs. Ann Pickett and Mrs. Lyn Justin, c/o Mrs. S. Barton, 4 Parkside Cottages, Port Road, Kenton, Exeter EX6 8HL (tel. 0268-663273) are arranging a joint surprise party for their husbands Wilson (Shaun) Pickett and Paddy (John) Justin in Plymouth. They would like to contact old shipmates.

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849B Flight, Ark Royal's AEW Sea King Squadron also came out winners.

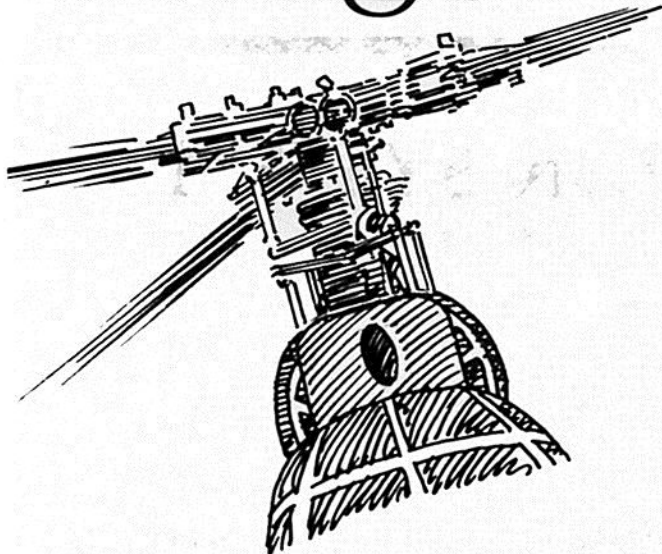
They were judged to have achieved a high standard of operational effectiveness in EW and also made a valuable contribution to the Orange Crop Data Base.

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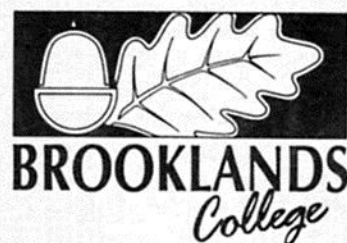
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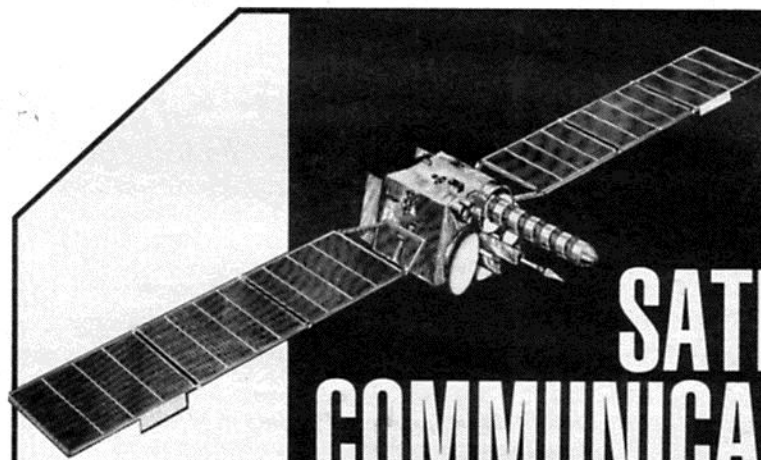
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TOMLIN PUTS US PORTSMOUTH OUT OF REACH

THE "Battle of the Ports" between Devonport Services and United Services Portsmouth for the Inverdale Trophy took place at Burnaby Road in wet and windy conditions.

Both teams are having a season of mixed fortunes: US, playing in London Div.1, having won four and lost five of their matches; and Devonport, relegated to the Devon and Cornwall Division, having won one and lost nine.

Devonport, without 42 Commando and with several eligible players now in Plymouth Albion colours, started as underdog, but with both sides showing 100 per cent commitment the game proceeded in a spirit of attacking rugby.

What could have been a very entertaining game was dulled by frequent interventions by the referee, whose decisions, while technically correct, never allowed play to flow.

At the end of the first half the score stood at 3-3. Lieut. Peter Tomlin for US and MEM Danny Boon for Devonport had each scored a penalty. In fact, the outcome of the match became a battle of the kickers as, in the second half, each side cancelled out the other's attacking options and Tomlin landed three more penalties without reply.

The final score then was 12-3 to US, whose captain, POAEM Dave Miller (Daedalus) collected the Inverdale Trophy from Mrs Jenny Weekes, daughter of the late Surgeon-Captain D.J. Inverdale, stalwart player and supporter of both Devonport and United Services, after whom the trophy is named.



Lieut. Chris Alcock (Culdrose), the Navy captain, makes a break during the game against Hampshire.

Picture: Lieut.-Cdr. John Clark

RUGBY SELECTOR "ENCOURAGED"

CAPTAINING Royal Navy rugby for a record sixth consecutive season, Lieut. Chris Alcock (Culdrose) led the senior side out against Hampshire at Petersfield, writes Lieut.-Cdr. John Clark.

The first game of the season is always a difficult one for the Navy.

This season's opener was no exception, but once the Navy players had settled they embarked on a four try spree, based on superb attacking and pressure rugby by the entire back division.

The first score came on the

RN's first excursion out of its own half. Alcock made a superb break and fed POPT Bob Penfold (Argonaut) on the left wing, who took the ball to the Hampshire line before passing inside for LPT Rob Packer (Collingwood) to score.

Ten minutes later a clean lineout ball from Cpl. Tiny Trench (40 Cdo) was again handled by all the backs before being forward Lieut. Martin Sweett RM (Royal Arthur) claimed the second try.

Good attacking play by the Navy backs was followed up by the forwards and led to further tries by Cpl. John Bryant (40 Cdo) and Lieut. Simon Phillips (DNR London), which, with

points added through the accurate kicking of Mne. Paul Livingstone (40 Cdo), gave the Navy a 23-6 lead.

Hampshire staged a spirited comeback in the second half, reverting to close play around the forwards and driving the Navy pack back. The final 23-18 scoreline was a good, early season win for the RN but gave some concern as to the forwards' ability to compete with the opposition.

That concern was quickly dispelled when the RN took on a strong Bath side, a match played under lights at Bath and watched by several hundred. The final score of 43-3 to Bath was not, however, a true reflection of the game.

The Navy pack, pushed around so easily against Hampshire, was rock solid and the backs were quick, slick and impressive in both attack and defence. But the Bath players were quicker and slicker — as befits the premier English club side — and ran up 27 points in the first half.

For the final 15 minutes of the first half and first 30 of the second, the undaunted sailors dominated play, but couldn't convert possession into points.

Bath came back with a three try flurry in the closing minutes, but Cdr. Chris Tuffley, the Navy selector, took much encouragement from his side's skill and commitment.

Boxing at its best

SPECTATORS were treated to the best RN Novice Boxing Championships for several years when this year's event took place at HMS Drake.

On the first day 33 preliminary and semi-final bouts were contested and it was clear after the first few contests that the standard of boxing was going to be superior to that of recent years.

The Royal Marines, although running out clear winners of the competition, were hard-pushed at all weights by the other Commands. Portsmouth, led by POPT Mick Bath, headed the stern opposition from the Commands and it was refreshing to see both Naval Air Command and Scotland represented in force.

Quickest winner of the night was super-heavy Mne. McDermott, who took little more than 20 seconds to dispatch MEM Clarkson (Scotland) with a tremendous right hand shortly after the bell had gone to start the contest.

Mne. Dunkley at heavy-weight won in similar style in his final with LNAE Deneefe (NAC); a long right hand cross sent Deneefe down in just over a minute of the first round and left him unable to beat the count.

Hardest battles of the night were at light-welter, welter, light-middle and middle-weights, where the judges were required to be at their best to choose a winner from hard-fought, very exciting contests.

Best boxer of the evening was Ck J. Miller (Scotland), who combined good boxing at distance with hard punching at close range to defeat a game MEM Hinde (Portsmouth) in a lightweight final.

32, Portsmouth 20, 6, Scotland 6 and Command 5.

CULDROSE CLINCHES BAMBARA

NONE of the opposition could match the strength of RNAS Culdrose, which has again won the Naval Air Command Rugby Festival — making it five victories in the past eight years — and taken the coveted Bambara Trophy.

Final: Culdrose v Daedalus 39-9

Royals see off Neptune in the Navy Cup final

AFTER an absence of three years, the Navy Cup has returned to the Commando Training Centre Royal Marines, Lympstone. In a closely fought final, they defeated HMS Neptune (previous winners in 1983) by 3 goals to 2, writes Lieut.-Cdr Jim Danks.

Both sides squandered early chances with the Neptune defence playing the offside game and frustrating the Marines. It was successful until, with 36 minutes gone, Sgt Paul Dixon sprang the trap and made for goal; as he rounded goalkeeper LMEA Stuart Adams, he was brought down and Cpl Steve Whitehouse put his team ahead from the penalty spot, his shot going in off the underside of the bar.

CTCRM began to play better now and with half time just 3 minutes away, Cpl Steven Holding collected a fine through ball from Cpl Russell Wilson to score with a fine left foot shot to the far corner, ensuring Lympstone went in with a 2-0 interval lead.

Neptune began the second half playing some neat football and were rewarded with two good goals. Firstly POPT Jocky Stewart headed from close



range after 60 minutes and after near misses from CPO Gordon Walker and AB Kevin O'Donnell, it was Stewart who levelled the scores with an excellent volley from 25 yards, after goalkeeper Cpl Popple had only managed to palm Kane's centre out. With 15 minutes remaining both sides sought the winner.

Urged on by their supporters it was CTCRM who clinched victory when with just 5 minutes remaining, Cpl Steve Whitehouse collected a pass from Sgt Shaun Parkin, beat goalkeeper Adams to the ball and coolly slotted the ball home for what proved to be the winner.

CTCRM will represent the RN in the NAAFI Jubilee Cup — now in its 20th year and sponsored by Grand Metropolitan — against the Army and RAF cup winners.

On completion of the match, Rear Admiral Roy Newman (Flag Officer Sea Training), presented the Cup to Sgt Paul Dixon.

The Royal Navy defeated Sussex Intermediate by three goals to two at Lancing. The Navy's goals came from LWtr Paul Benson (Dolphin), Cpl



Trevor Ford (CTCRM) and LMEA Peter Young. With just seconds remaining, keeper MEM Jason White (Nelson) made an excellent fingertip save to preserve his side's lead.

An evenly-fought match with Fareham Town Reserve Team resulted in a 0-0 draw. MEM White kept the Navy in the game by preventing goals in three one-to-one confrontations.

Cambridge University travelled to Portsmouth and held the Royal Navy to a 1-1 draw. The sailors quickly responded when Cambridge took the lead after a defence mix-up an hour into the game. LSA Paul Walsh (Dolphin) took advantage of an error by the Cambridge keeper and knocked the ball home from close range to level the scores.

Lieut Henry Millington, Navy team manager, continu-

ing to seek the right blend for this season's squad, was pleased with the team's 5-0 win away to Oxford University.

Sgt. Tiv Lowe (BRNC) struck a fine goal from 25 yards in the fourth minute. AB Kevin O'Donnell (Cochrane) made it 2-0 with a powerful header after 33 minutes. Five minutes later Lowe converted a penalty.

Oxford came into the game more in the second half, but POWEM Steve Johnson headed in a fourth for the Navy. In the 80th minute Cpl Steve Whitehouse was obstructed on the edge of the area and Lowe completed his hat-trick when the keeper touched the free kick into his own net.

Portsmouth defeated Fleet 3-1 to win the Inter-Command Under-21 Tournament for the first time.

SEA Willetts opened the scoring for Pompey with an excellent shot from 25 yards. Fleet gradually came back into the match and levelled the scores on the hour.

MEM2 Russell Amies (Sultan) became the match winner for Portsmouth with two goals in the last eight minutes. He came on as substitute after LWEM Paul Gordon (Collingwood) broke his leg in a collision with the goalkeeper.

AN AIR OF SUCCESS!

THE Inter Command Tournament, held at Eastney, saw several close fought matches played in the preliminary league games.

Naval Air Command defeated the Fleet and Scotland teams by 2-0 to win their league while Plymouth Command with victories over Portsmouth 1-0 and the Royal Marines 2-1 were the surprise winners of theirs.

In the final played at Burnaby Road, Lieut Steve Guest (Osprey) opened the scoring after 42 minutes with a strong left foot shot from the edge of the area. Plymouth equalised early in the second half when LRO le Cointe (Drake) converted a penalty.

This seemed to sting NAC into action and they responded with two goals from AEM Jeane (Gannet) in the 65th and 75th minutes. Three minutes later POAEM Will Flint (Heron) added a fourth.

Plymouth showed the same determination as in their previous games and were rewarded when LPT Ian Hardcastle (Chatham) reduced the arrears with a fine individual goal.

PO Paul Rodgers (Heron) rallied his team and ensured there were no further goals as the NAC ran out winners 4-2.



Sport



Marathon roundup

BRUSSELS sprints — POCK Ray Graham and LStd John Carr completed the Brussels Marathon in times of 4 hours 21 minutes and 4 hours 1 minute respectively, running on behalf of the NCO Mess HQ NATO and the Mess charity.

Rear Admiral Christopher Layman, on whose staff they work, was on hand to offer his congratulations.

The Royal Marines were also represented in the Brussels event. Sgt. Robert Forrester finished in 2 hours 53 minutes and Sgt. Graham Russel in 4 hours 4 minutes.

□ □ □

Sunday April 22 will see the 1990 London Marathon and the Royal Navy Athletic Club has been allocated five entries to pass on to members whose personal applications to run have been turned down.

Any RNAC members unsuccessful with their applications should contact the road running secretary, Cdr. Brian Davies on Daedalus ext. 4182.

NAVIGATOR WANTED

LIEUT.-Cdr. Rob Andrews (MOD London) is making his way in the world of offshore powerboat racing and looking for a Royal Navy colleague to team up with him as navigator.

Rob had occupied the navigator's seat himself since he began racing in 1984 until this season, when the attraction of being at the helm proved too strong and he decided to buy his own boat and compete in his own right.

With navigator Nick Shipway, he took Privateer to eleventh place in the Offshore 2 Litre Powerboat World Championships, which were held off Guernsey.

The event was well supported by the Navy, with HM ships Fencer and Hunter, the Royal Marines and SAR flight from RNAS Culdrose all helping to provide safety cover.

But as far as Rob knows he is the only member of the RN active in offshore powerboat racing. He is keen to put together an all-RN crew and would be pleased to hear from anyone seriously interested in joining him, and willing to put in time and money in return for an exhilarating ride.

Rob can be contacted at MOD Main Building, ext. 5588. Who knows, an all RN crew may yet be competing in next year's world championships in Argentina.

True grit on court

A Portsmouth leagues representative side was held to a draw by the Royal Navy when they met on the badminton courts of HMS Sultan.

After the singles matches the Navy team had stormed into a 5-3 lead. All the singles games were close, but none closer than the No 1 contest, in which Lieut. Steve Williams hung on to win after all three ends had gone to setting.

The doubles told a different story. The practiced Portsmouth pairs looked to be cruising against the previously untried Navy pairings.

Despite going into the final two doubles matches 8-6 down, the RN pulled back to an 8-8 draw thanks to gritty performances from Lieut.-Cdr. Geoff Rowlands and MEM Ian Shore and Lieut.-Cdr. Rod Palmer and Sub-Lieut. David Hill.

BIG APPLE TURNOVER

FIFTEEN marathon runners from HMS Collingwood were welcomed back from the Big Apple after competing in the New York Marathon and hope to have made a mint.

There were 25,000 runners in the event and Lieut. Dave Reid claimed 145th place in an excellent time of two hours 35 minutes.

Collingwood's New York team hopes to raise a hefty amount in sponsorship for three chosen charities — Southampton Hospital's special care baby unit; local handicapped children and a cancer charity in South Wales, associated with Collingwood's Outward Bound training centre in Talybont.

Every member of the team finished the distance. Following Dave was Lieut. Rob-

in Figg with a time of three hours and 13 minutes and third home for Collingwood was Capt. Malcolm Rutherford in a time of three hours 15 minutes. Apprentice Neil Bonner was next in three hours 18 minutes.

Pictured in Central Park after completing the international breakfast run the day before the marathon proper is the Collingwood squad. Back row from left: Colour Sgt. Jed Stone, Lieut. Chris Willis, CPO Steve Corps, App. Neil Bonner and WO Tony Plant. Centre: Lieut.-Cdr. John Rees, Sgt. Chieri Williams, CPO Wiggy Bennett, Lieut. Dave Reid and Capt. Malcolm Rutherford. Front row: Lieut. Robin Figg, the Rev. Graham Batten, App. Rob Wells and LWEM Malcolm Martin. Lieut. Richard Masters was behind the camera.



New blood boost for Navy golf

WINNING the Cornish Piskey at Newquay — the prestigious scratch foursomes knockout competition — was the culmination of a very successful season for the Royal Navy golf team, writes Lieut.-Cdr. Roger Knight.

But the Inter-Services Championships, the major event, eluded the Senior Service yet again. Despite a good win against the RAF, the Navy lost to the Army and finished runner-up.

Success was mainly due to the influx of new, young, low handicap golfers — Ck Stuart Huxtable (Cochrane), AB(D)

Mike Southward and SEA(R) Ken Smith (Dryad), plus the return of Sgt. Bill Parker (3 Air Sqn RM) and the inclusion of vastly improved CPOMA Dave O'Sullivan (RNH Plymouth).

They boosted a side already containing Navy champion, Surgeon-Lieut.(D) Phil Guest (Neptune), Lieut.-Cdr. Alan Bray (Temeraire) (captain), Lieut.-Cdr. Ian Yuill (Dryad), POWEA Jim Thomson (Valiant) and Mne. Greg Smith (Warrior), the Navy's only scratch golfer.

An excellent win over Dorset at Yeovil GC began the season and was followed by a narrow defeat by a strong Cornwall side. Morale picked up to allow a good win against the Harrogate and District side at Otley GC.

In its match against Brecon

and Radnorshire at Cradoc golf course the RN had to win the last match to obtain the half. Last man Ken Smith approached the last green all square with both balls about eight feet away from the pin.

Although offered a half by his opponent, he gamely refused. Smith watched his opponent miss his putt before calmly holing his own for a win and a halved match.

At Command level, Portsmouth won the Inter-Command Stroke Play championship and the Royal Marines won the Inter-Command Match Play for the first time.

In the Invitation meetings the Navy did not fare well in either the Denham Bowl or Graham Butler trophy, but the success in the Piskey cushioned the blow.

The pairings for the Piskey were Bray and Greg Smith, Yuill and Southward and Huxtable and Ken Smith. In the final against the Old Blundellians, all three matches went down the 18th, with the Navy winning two and halving the third.

A weakened Navy team ended the season with a visit to Jersey, where it lost. Among those absent were Bray and Guest, who were playing for the Combined Services in Hong Kong.

Throughout the season, however, Navy golf was a force to be reckoned with. Thanks go to Astra Holdings PLC for sponsorship and to the players for their dedication, giving up many weekends and driving great distances to play.

HOLDERS SQUASH THE OPPOSITION

SIX teams contested the Inter-Command Squash Championships, which were held at HMS Drake.

Portsmouth, Naval Air Command and Scotland battled it out in one preliminary group and the Royal Marines, Plymouth and Fleet in the other. Portsmouth and the Royals won through to the final.

Fifth and sixth place playoff was won by Fleet, beating Scotland 4-1. Lieut.-Cdr. Eric Golding (Warrior) and his young team mate Capt. Burton Toft (MOD Bath)(I) both had good games.

Plymouth and NAC had some notable games. Sub-Lieut. Robin Young (Manadon) beat Lieut.-Cdr. Pete Des Clayes (Boscombe Down) 3-0 and Lieut. James Gunn (ARE Portland) beat CPO Chris Sims (Defiance) 3-2. NAC won 3-2.

The final between Portsmouth and the Royal Marines would have been closer had Navy No 1 Lieut. Stuart James not been called away on county duty.

Portsmouth won for the third year in succession, 4-1. Capt. Burton Toft, chairman of the RNSRA, presented the new Bawtree Bowl to the winning team — Lieut.-Cdr. Alex Johnstone, Lieut.-Cdr.

Nick Alves, WOPT Tim Webb, WOPT Nobby Hall, CPO Nick Dymond and Wtr Jason Youdale.

□ □ □

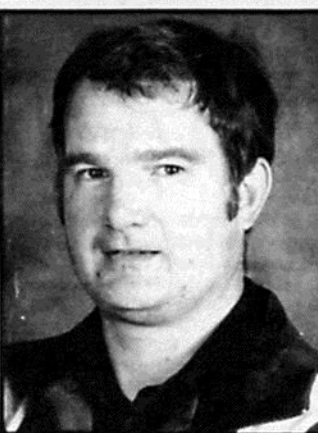
Portsmouth Command individual squash champion 1989 is WOPT Nobby Hall (Temeraire), whose fitness and more direct play overcame Wtr Jason Youdale's (Hastar) fast and furious game 3-1 in the final. In the plate final CPO Norman Brooks (Ark Royal) beat CPO Pedro Willis (Sultan) 3-2.

□ □ □

In the annual fixture against the Royal Automobile Club the RN squash team enjoyed a four strings to one victory, reversing last year's defeat by exactly the same margin.

Results: Lieut. Ian Lockwood (Exeter) lost to Scott 1/9 1/9 0/9; CPO Stewart Walters (Neptune) beat Orriss 7/9 9/1 9/0 9/7; Lieut. Robin Young (Manadon) beat Mitchell 9/3 9/2 9/2; WOPT Nobby Hall (Temeraire) beat Combe 4/9 9/4 9/0 9/0 and Lieut.-Cdr. Peter Des Clayes beat Pierce 9/2 9/1 6/9 9/6.

Lowe on a high...



CURRENT captain of the RN and Combined Services Rifle Association, Lieut.-Cdr. David Lowe has been selected to represent England at the 1990 Commonwealth Games in both air and free pistol events.

Ships' Facilities Group Manager in the MOD Aircraft Support Executive (Yeovilton), David is the champion of the British Pistol Club and English champion. He has been shooting for Great Britain and England since 1982.

BOBSLEIGH PUSH FOR CERVINIA UNDERWAY

THREE Royal Navy crews competed in the British Open 2-man bobsleigh event at Winterberg, with team captain and NATO Cup holder PO Bob West (Yeovilton) taking fifth place.

Only World Cup crews were ahead of him. Meanwhile, LAEM Chris McCulloch (Portland) and PO Gary Warner (Yeovilton) were right behind, in sixth and seventh places.

In the four-man event the Navy bobsers gained a commendable eighth place in spite of their antiquated equipment. Warner drove and Gadeke, Day and Edmondson (Culdrose) crewed.

West again won selection for the Great Britain B team and Warner will compete in European Cup events in West Germany and Austria later this month and next.

International brakeman Mne. Gary Penhall has been recalled for World Cup duty, while newcomers LAEM Steve Day and AEM Chris Gadeke were awarded places at the Igls International Bob School in November.

The RN and RM bobsleigh team for the Inter-service championships will consist of four crews with one brakeman in reserve. As usual, the event will be held in Cervinia in Northern Italy, from January 27 to February 4.

To celebrate the 100th anniversary of the sport, the British Bobsleigh Association closed championships will be held in St Moritz in late February.

DEENEY VALUED

TWO days of very competitive sport took place at HMS Osprey's Boscawen Centre with the Royal Navy Basketball Championships.

The Royal Marines lost out to Naval Air Command 55-72 in an exciting final and Lieut. Steve Deeney (Culdrose) took the award for the most valuable player.

Results: Portsmouth 66 RM 93; RM 65 Plymouth 34; Portsmouth 45 Naval Air 58; Plymouth 46 Naval Air 58; Portsmouth 54 Plymouth 39; RM 55 Naval Air 72. Overall: 1. Naval Air; 2. Royal Marines; 3. Portsmouth; 4. Plymouth.

JACK

BY TUGS



Merlin's maiden flight — wizard!

ACCOMPANIED by two other helos, the Royal Navy's Merlin pre-production EH101 anti-submarine helicopter makes a successful maiden flight at Yeovil.

Providing Merlin's escort are the first civil pre-production EH101, and the trials Sea King which has flown over 250 hours with the radar and mission avionics for EH101.

Later Westland chief test pilot Colin Hague said, "The flight was 100 per cent successful. We flew for an hour and operated all the mission systems on the aircraft... they all performed extremely well. It was the first flight of the EH101 as a fighting machine."

The flight followed the first — earlier in the year — of the Italian Navy variant of EH101. Merlin is due to enter service with the Royal Navy in the mid 1990s.

● In the Commons it was stated that the contractor's latest programme plan forecasts completion of development at the end of 1992, a one-year slippage against their original forecast.

Country club signing

THE contract for construction of the China Fleet Country Club leisure complex for naval Servicemen, women and their dependants was signed on November 23. Builders will be Plymouth-based contractor Dudley Coles Ltd.

The 177-acre site for the £6 million club is on the west bank of the Tamar, just north of Saltash. Work has been going on for a year to create the entrance road and greens for the golf course.

Service for Deal victims

THE 11 Royal Marine bandmen killed by an IRA bomb at their barracks in Deal, have been honoured at a memorial service.

Among those attending the service at Canterbury Cathedral were Prince Philip, Captain-General of the Royal Marines and Lieut.-Gen. Sir Stuart Pringle, former Commandant-General Royal Marines, who himself lost a leg in an IRA attack.

Also in the congregation were Mrs Thatcher, Defence Secretary Mr Tom King and the First Sea Lord, Admiral Sir Julian Oswald.

After the service, officiated by Dr Robert Runcie, a wreath in the regimental colours was laid and the Silver Trumpets of the Royal Marine School of Music played a dedication fanfare.

War widow pension plea

SIX former Chiefs of the Defence Staff — including four Admirals of the Fleet — and three ex-Chiefs of the Air Staff have entered the war widows' pensions campaign.

They argued in a joint letter to The Times that to improve pensions to those widowed after 1973 and leave out the rest — 95 per cent. of the total — was "an unjust and cruel blow."

The campaign, boosted by Dame Vera Lynn in October and supported by many MPs, had led to questions in the Commons, to which the Government has responded that the cost of extending the attributable forces family pension would be around £200m a year.

Following normal practice for occupational pension schemes, the revised rates did not apply retrospectively.

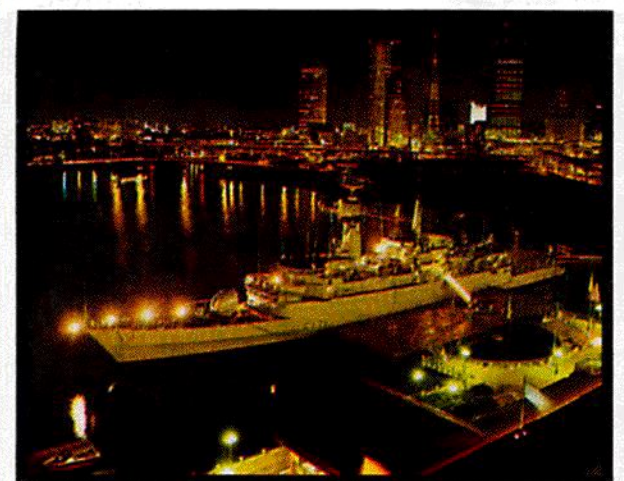
BOXING CLEVER

ROARED into the ring by his home crowd, Mnc. Mark Edwards (40 Cdo) did the Service proud boxing in the England v Poland match staged at HMS Nelson.

Edwards totally outclassed his opponent Robert Buda in the middleweight contest to give England the lead for the first time in the competition, which they went on to win 6-5. Later he was named best boxer of the evening.

The night was a triumph for the Royal Navy as well as the England team. Some 3,000 spectators filled the gymnasium for the George Wimpey sponsored international and the BBC televised selected bouts on its Sportsnight programme.

1990 ROYAL NAVY CALENDAR



H.M.S. Active flying the flag at Tampa, Florida, U.S.A.

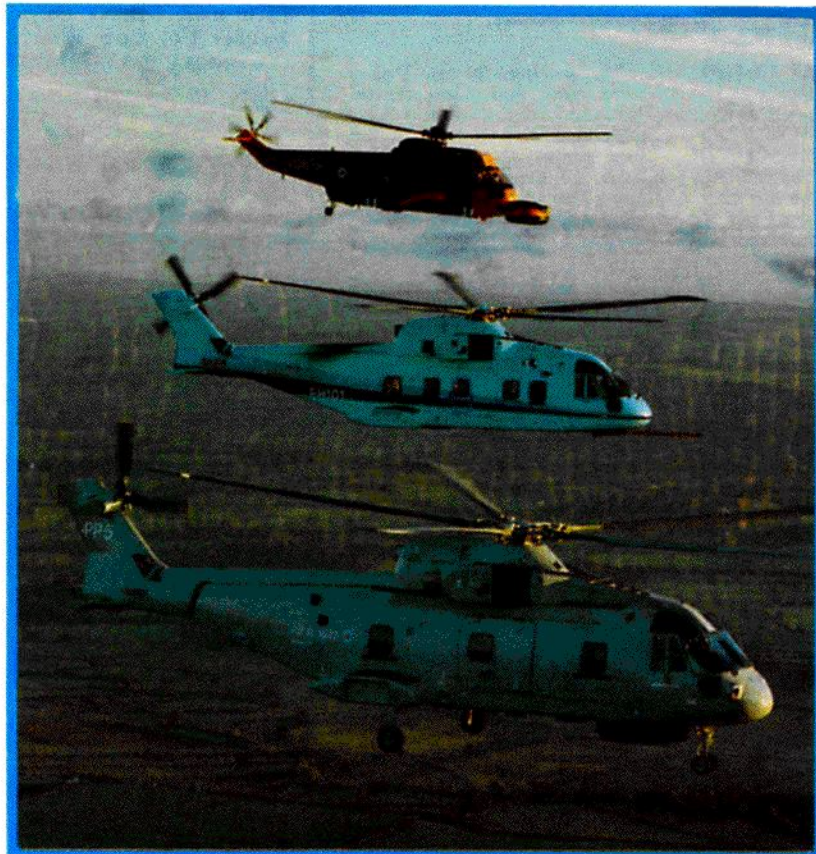
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Manpower shortfall recorded

THE Royal Navy had a shortfall of 786 trained personnel at June 30, and the Royal Marines 10, it was reported in a Commons answer in November.

These figures were based by comparing adult trained strengths against trained manpower requirements.

Figures given for the other Services were: Army 4,113 and RAF 3,566.

It was also stated, "In order to encourage greater efficiency in the use of manpower, policy decisions have been taken to aim manpower plans at levels a little below the full requirement. Not all these shortfalls are therefore unplanned."

NAVY PAYS TRIBUTE

RATINGS from HMS Dryad discovered what life might have been like on board one of HM ships 130 years ago when they represented the Royal Navy in a re-enactment of a Crimea War sea battle at the Royal British Legion Festival of Remembrance in London. Forty sailors and Wrens from the School of Maritime Operations took part in the display.

Welcome

The naval presence at the packed Royal Albert Hall included the Band of the RM School of Music Deal, which received an especially warm welcome following the horrific bomb explosion at the school a few weeks earlier.

The Naval Service and ex-Service organisations were also well represented at the Whitehall Cenotaph service, as well as at ceremonies in many other

places home and abroad.

Just one example from overseas was at Labuan, off the coast of Borneo, where naval officers on Brunei loan service took part in a Tri-Service

wreath laying ceremony. The war cemetery there is the final resting place of several thousand Commonwealth servicemen who died during the Second World War.

Chatham in service — but Norfolk delayed

LAST of the line of the Navy's Type 22 frigates, the new HMS Chatham was accepted into naval service at a ceremony at Portsmouth on November 16.

She is the fourth of the Batch 3 Type 22s, was built at Swan Hunters, Wallsend, and is due to commission next year.

The ship's sponsor, Lady Oswald, wife of the First Sea Lord, attended the acceptance ceremony when, to the cheers of the ship's company, the White Ensign was raised.

Meanwhile arrival of HMS Norfolk, the first Type 23 frigate, in Plymouth for acceptance was delayed in mid-November as builders Yarrow carried out checks on a technical problem.